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SEPTEMBER 1976

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DIRT BIKE

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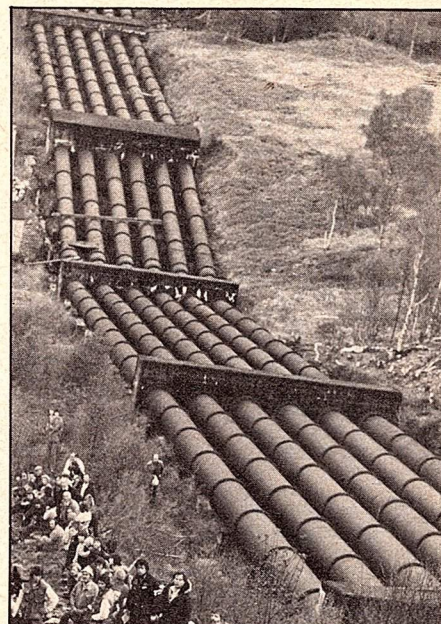
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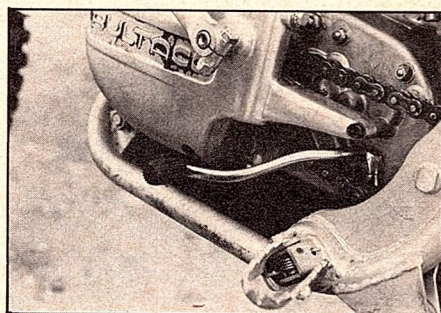
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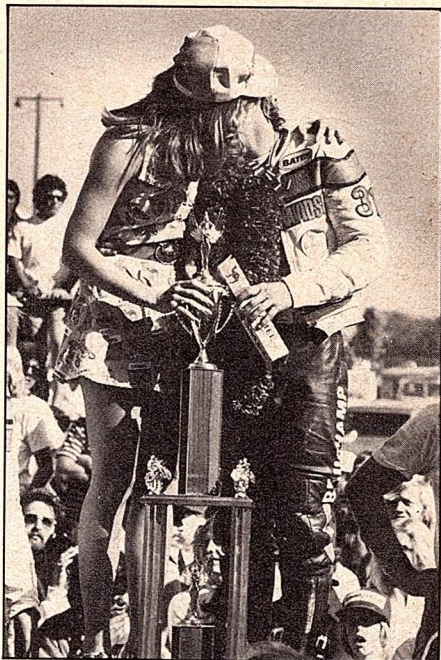
Grounded.



On the pipe!
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ON THE COVER: The San Jose freight train
as photographed by M.R. Kerley.

NEXT ISSUE ON SALE SEPTEMBER 9

DIRT BIKE

Publisher: WILLIAM R. GOLDEN
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Photo Production by
 PUBLISHER'S LAB
 John Spishak, Supervisor

EDITORIAL & ADVERTISING OFFICES
 Hi-Torque Publications, Inc.
 16200 Ventura Blvd.
 Encino, California 91436

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 THE PATTIS GROUP
INTERNATIONAL PUBLISHERS REPRESENTATIVES

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DIRT BIKE (Sept. 1976) is published monthly (semi-monthly in Jan., Apr., May, July, Sept., Dec.) by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions \$9.00 for 12 issues (one year). Foreign subscriptions add \$2 per year and Canada \$1 per year for additional postage. Remittance of an additional \$9 will entitle subscribers to receive the Dirt Bike Wrench Manual, Desert Racing, Crash & Burn, Dirt Bike Road Tests, Photo Album and Dirt Bike Buyer's Guide Specials. Copyright © 1976 by Hi-Torque Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. **CONTRIBUTORS:** Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Hi-Torque Publications, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. DIRT BIKE, P.O. Box 317, Encino, California 91316.

EDITORIAL by GUNNAR LINDSTROM



ONE WAY TO WIN RACES

Trick. Far out. Bitchen. Ported. Blueprinted. Reeds. High-compression head. Special exhaust pipe. Air forks. Titanium. If it sounds good somebody will buy it. Small things. Big things. Some clever, some dumb, all expensive. They all claim they will make you go faster. Win more races. Wheelie away under the checkered flag into the sunset. "Our pipe adds power and torque through the whole range." Heard that one before? "Our fork kit gives you ten inches of front wheel travel." "Stay ahead of the competition, our head runs cooler." The whole thing kind of gives you the impression that guys like Marty and Tony D. had a fortune well in their backyard in order to buy all the hot items and goodies and become successful. Stuff that the "lawnmower mechanics," pretending that they are factory engineers, forgot, didn't know about or left untried. No, things aren't quite that simple. The factories know even before the product is up

for sale what's wrong with it. It's just that they have so many other things to take into consideration when they decide what a bike will look like.

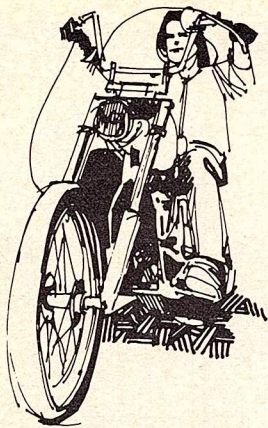
We get quite a few letters here at DIRT BIKE. Many hundred a month. Quite a few of them ask: I'd like to start racing and if I bought a new Dinosaur MX and then added the A pipe and the B head, C shocks, D fork kit and had the engine ported by E, do you think I would be competitive? Or: I have been thinking about starting to race but where do I find a sponsor that can supply me with a "works bike"? It's quite evident that most new racers think that having special machinery is going to do it for them. If you have the fastest bike, the most tricked-out scooter, you will stun the competition while still on the starting line? Stage One kits, Stage Two kits and so on. Come on now guys. It depends mainly on YOU, the rider.

OK, so you wanna become a racer. Ride in enduros, trials, short-track, TT, scrambles, MX or

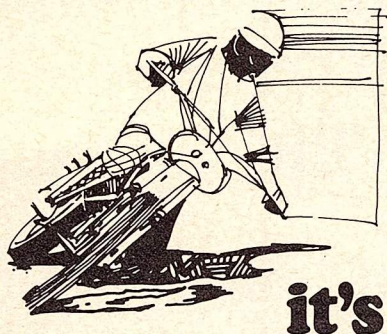
DIRT TO COME

Open 'Crossers head-to-head. We invited 10 manufacturers, see how many show up.

- Yamaha's YZ175. First version of the 11-inch mono.
- 350 Alpina. The I's and the A's get re-worked for '76.
- Plowing around in the dirty mind of Jethroe Tull.
- Dynamite stuff: fork seals and lighting.
- Enduro computers shootout
- Saran-wrapping the National 250MX and Two Day Qualifier series
- Knobby reports: Carlsbad GP and Women's National MX



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whatever. The first part of it, is learning how to finish. Can't win before you finish. Now, let's look at the bike. Your budget is limited. Everybody's is. It's just a matter of how much. What should you get first? Sunburst head, a new pipe? No, first you should make sure that the parts you have on the bike already are in good shape. Are the piston and rings worn, timing set, sprockets and chain worn? Forks leaking? All controls working smoothly and so on? When everything is in good shape and working right, the first thing you should get is some common sense. Is it possible even at high cost to modify your trailbike into a winning motocrosser? Can your street bike be turned into an enduro mount that can finish an enduro? What about that XL250 sitting in your garage? Some bikes have it and some don't.

If you want to, try a couple of events on your stocker to learn, and then you will have a pretty good idea of what it will take to become competitive. It will also give you a pretty good idea of what to get first when it comes to performance accessories.

Consider this. Take the value of your bike and add up what all the goodies that you think you are gonna need will cost, and then try to imagine how competitive that bike will be. For the money you will have invested in it, you may be able to buy a good used or even new race bike with proven performance, and without the need for any extras. You have also saved yourself from the hassle of trying to put it together and tune it in order to make it work. If you do go ahead and buy go-fast stuff to add to your present scoot, buy only proven items with a money-back guarantee.

But here is the point. When your bike is in shape, it's time for yourself. After all the tinkering it finally comes down to you. YOU have to do it. Nobody, not even the bike or your checkbook, can do it for you. The bike is only a tool. That's what is so fine about dirt racing: The rider has more importance than the bike has, in a winning combination. It's not necessarily the trickiest bike that wins. It takes strength, stamina and skill and lots of practice to get where you can consistently be in the winner's circle.

Continued on page 95



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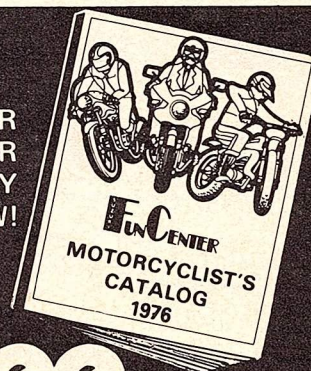
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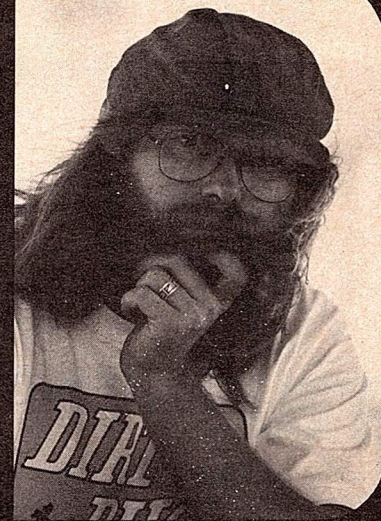


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CHECKPOINT

by
BRUCE WOODS



A BOOK AND IT'S COVER ARE SOON PARTED

Like, around the table of contents?

A flash of movement, delicate in comparison to the heavy stumblings of the DIRT BIKE staff, tugged at the peripheries of my vision, triggering, if not alertness, at least a temporary return to nearly full consciousness. It had been a fine daydream, I had been within a few miles of winning the ISDT, my sponsor, Olympia beer, was waiting at the finish with barrels of contingencies, it was a hard fantasy to let go of. When, however, the first thin wisps of perfume achieved momentary dominance over my polish sausage lunch, I was instantly awake.

Rattling off nonsense on my typewriter keys, pausing to gaze, soulfully and concerned, at the mottled DB ceiling, doing my best impersonation of Robert Redford in *All The President's Men*, I waited for her inevitable approach. Nothing happened.

Turning my head only slightly, I

watched the young lady from the corner of my eye. She was strolling casually about the office, looking at posters and such. Miraculously, she had been able to ignore my presence. Drastic measures were called for.

I leaned back in my plush but creaking DIRT BIKE chair. Covering my eyes with a comforting hand, I sighed, the sigh of a man struggling wearily, yet successfully, with the pressures and problems of big-time motojournalism. As I waited the rhythm of her footsteps broke. I felt her turn toward me. "Now," thought I, "now comes the moment of thrilled recognition."

"Hey," her voice purred out, thick with sensuality. "You sick or sumpin'?" she said.

"Gotcha!" said me to myself, turning with feigned surprise.

"Oh, I'm sorry, I didn't see you come in. No, not sick, merely a bit

Continued on page 18

Mikkola picks Husky 250CR for '76 GP season!

Heikki Mikkola, 1974 500cc World Champion, has signed to ride Husky's new 250CR motocrosser in next year's World Championship competition. This new 250 features a multitude of important but subtle innovations — resulting in more power, better handling, and, most important, increased reliability. All these new features work together to make you a believer — and a winner!



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THE ORIGINAL. AND STILL THE BEST

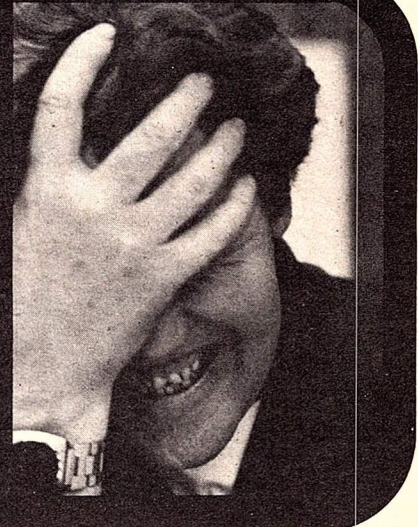
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ASK THE EXPERT

by
PRESTON PETTY



SEEING THE LIGHT

I read in the March 1976 issue in your column about a lighting kit made by Weda Instruments. Could you please give us their address, as a lighting kit may help us sell those old TMs we have lying around.

Dormer's Suzuki Center
Lincoln, Nebraska

Weda makes some pretty trick kits, no pun intended, for hanging lights on most of the motorcycles with CDI ignitions — particularly Suzukis. It replaces your existing CDI coil, with a specially wound coil that includes a lighting tab. This will run an 18-watt headlight and a six-watt taillight. Weda Instruments will provide the coil, the wiring loom, the headlight and the taillight as a complete package, or any components thereof. Weda's address is P.O. Box 344, 703 Hiway 99E, Aurora, Oregon 97002. At least this way, one can continue to use the high-powered CDI unit and make a good enduro off-road machine out of the RM scoots, among others. The kit prices vary from \$35 to \$85, depending on how much work you want them to do. However, I don't think you will have much problem selling the RMs. So far, many letters I got this month related to the RM machines. Suzuki should counter Yamaha's TV advertisements of "Someday you'll own a Yamaha" with "Someday you'll own an RM." After all, I understand Roger owns one, so they must be good.

HOLEY, HOLEY, HOLEY

I have a Yamaha 175 Enduro, and I'd like to know what drilling holes

in the head fins would do to the bike in terms of helping or hurting the performance. Would there be any special pattern I should use to drill these holes to increase air circulation? How much weight would be lost, approximately? Your products are the best. How come you don't make plastic tanks? Do you think you ever will? Last of all, what is meant by unsprung weight?

Tom Auld
Easton, Pennsylvania

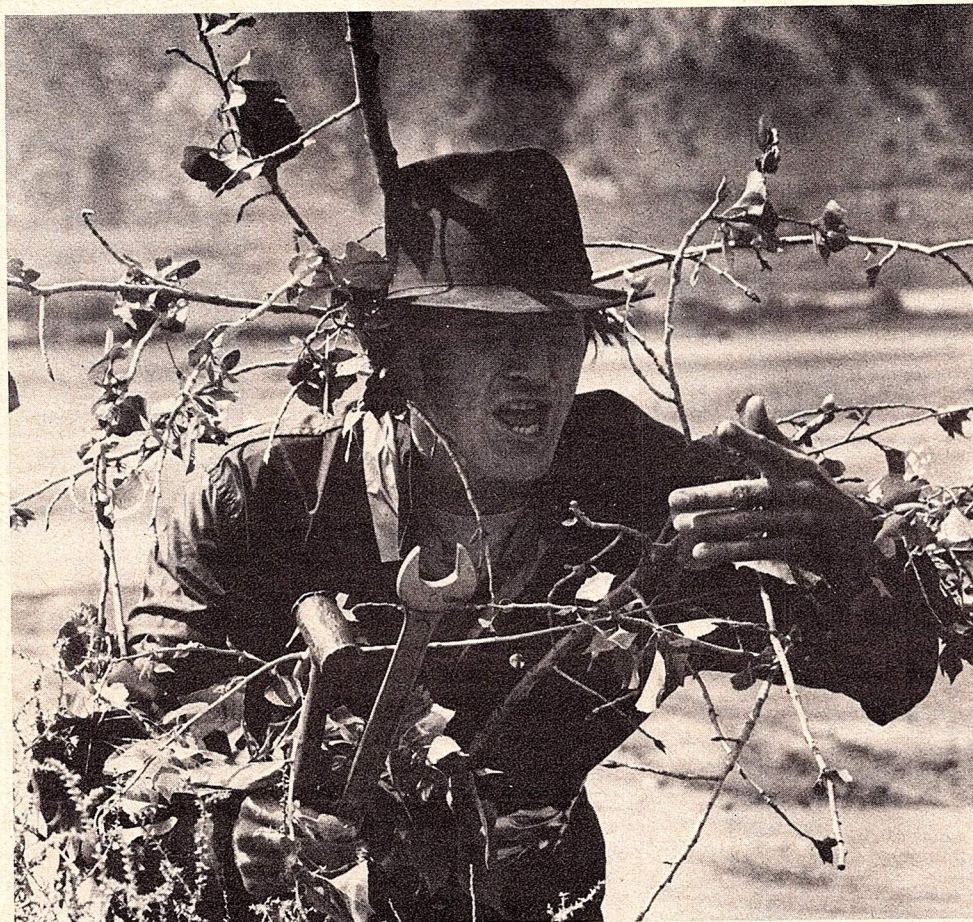
Unsprung weight is defined as everything that doesn't have suspension connecting it to the ground, like tires, wheels, the sliders on your forks and about two-thirds of the swinging arm and shock weight.

When I can figure out a way to make a better plastic tank, other than rotational molding, I might be in the business.

Drilling holes in the head fins and cylinder fins would look trick. I don't know exactly how much difference it would make in heat dissipation, but not very much. You would be lucky if you got five to ten degrees, which, out of 400-500 degrees, isn't much. You could reduce the weight of the head by as much as 25-30 percent, though. The engine would probably make a little bit more noise, because the fins have less support, and would tend to ring more like a tuning fork. The porcupine or radial-type head design is really the best in terms of weight and heat dissipation, since each fin extends radially from the source of heat, the combustion chamber. A lot

Continued on page 19

DIRT BIKE PROFILE



MIROSLAV CEZEK

HOME: Czechslovakia

AGE: 33

PROFESSION: Works Mechanic, Czech I.S.D.T. Team

HOBBIES: Sleight-of-hand tricks performed with mechanical parts.

MOST MEMORABLE BOOKS: "Jawa/CZ Factory Manual", and "Maigret And The Enigmatic Lett."

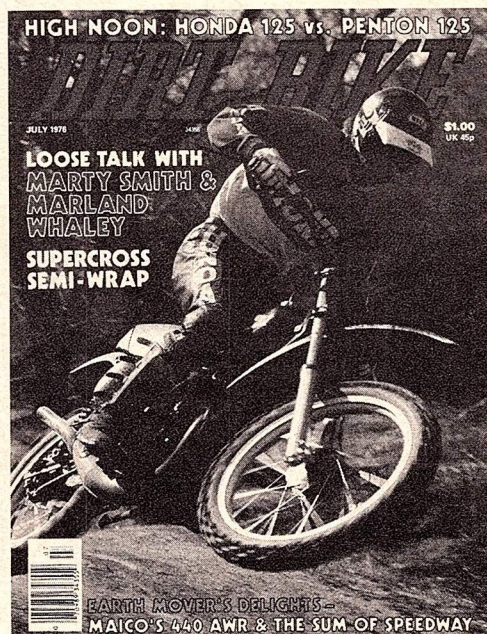
LAST ACCOMPLISHMENT: Switched an entire engine and transmission while standing under a bridge in four feet of water.

QUOTE: "Cheating in I.S.D.T.? How there be cheating in I.S.D.T.?! What is this cheating you talk? Cheating! I.S.D.T.! You think that Czech people cheat at I.S.D.T.? I take this wrench and. . ."

PROFILE: Vociferous, concerned, swings a mean wrench. Resemblance to a medium-sized oak tree stood him in good stead in Massachusetts and the Isle of Man, but could pose problems in the Austrian Alps.

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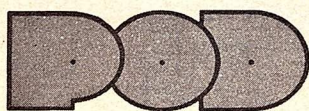
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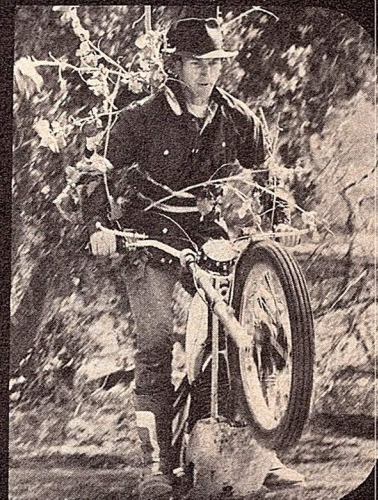
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BITS and PIECES

by
LEN WEED



New models and rumors. Short on the heels of the GP1 Phantom tested in the May issue comes the GP2 Ossa. And it looks like the Desert Phantom and Super Pioneer have been merged into one new model, called the Mountaineer. It'll have the GP2 motocross frame and enduro engine. We'll be testing it when it becomes available.

Two-day rumors. Suzuki has been playing around with a Two Day version of the RM370 MXer. And American Honda came up with a modified CR125 for Rick Munyon in the Two Day Qualifier Series. Could it become the MR125?

* * * *

At the halfway point of the International Trials Championship Series (six events) the leaders were Malcolm Rathmell 59, Martin Lampkin 56, and Yrjo Vesterinen 54. Rathmell had three wins, Vesterinen two and Lampkin one.

At the one-third point (three events) of the National Observed Trials Series the leaders were: Don Sweet 35, Lane Leavitt 34, Mark Eggar 28, Marland Whaley 24, Joe Guglielmeli 19, and Bernie Schreiber 18. Sweet, Schreiber and Eggar had a win apiece. The series continues in October.

* * * *

Know about Husky's new warranty program? Full engine and frame coverage, no charges for parts or labor for repairs because of breakage, failure or malfunction due to defects in materials or workmanship during the first 60 days of

normal use. If it's a racer, normal use means racing. In their ad they show a frame and engine illustrating what they warrant. Then there's an empty panel opposite, illustrating what everybody else warrants. A certain Spanish manufacturer responded by taking the ad, replacing "other manufacturers" with Bultaco and inserting a photo of an entire Pursang. Seems Husky forgot that Bultaco has had an entire bike 60-day warranty for some time now.

* * * *

Answer to the mind bender that appeared in the August issue.

1. DeCoster, Husky (2)
2. Kring, Maico (4)
3. Whaley, Suzuki (5)
4. Weil, Yamaha (1)
5. Suzuki, Honda (3)

* * * *

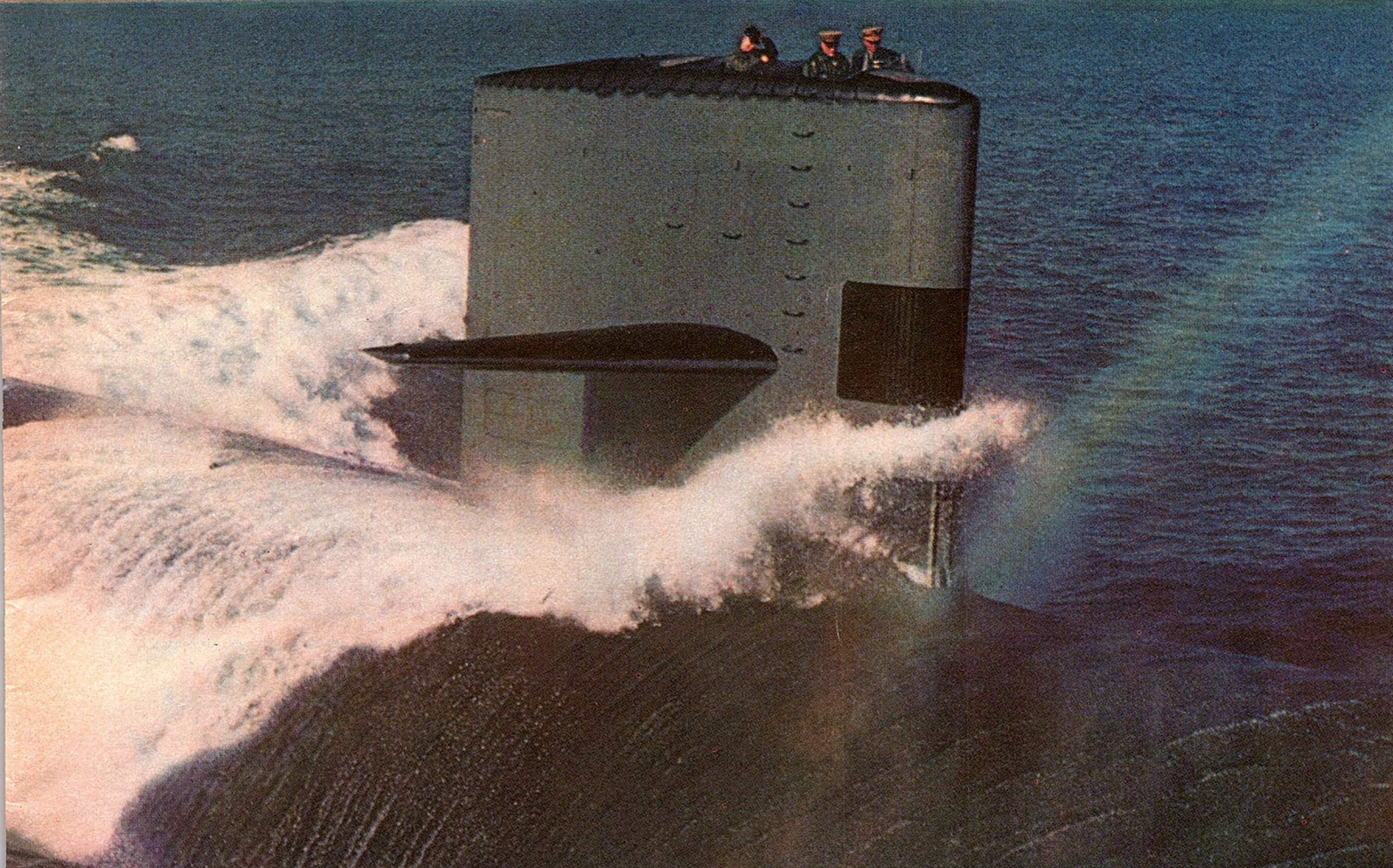
Let the slow times roll, before August 31. The Green Company wants to give away green, \$100 to be exact. Buy a KT250 trialer before August 31st and Kawasaki will return \$100 of the purchase price. Schools and clubs are invited to ask their local dealer about the Free Trials Loan Program.

* * * *

Revised Trans-AMA schedule.

Sept. 26	Mid-Ohio Raceway	Lexington, OH
Oct. 3	Lake Sugar Tree Raceway	Axton, VA
Oct. 10	Unadilla Valley	New Berlin, NY
Oct. 17	Red Bud Track 'n Trail	Buchanan, MI
Oct. 24	Cycle World USA	St. Peters, MO
Oct. 31	Rabbit Run Park	Dallas, TX
Nov. 7	Saddleback Park	Irvine, CA
Nov. 14	Puyallup Park	Puyallup, WA
Nov. 21	Sears Point	Sonoma, CA
Nov. 28	FasTrack Int'l	Phoenix, AZ

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DB 9/6

GLASSIN' IT

Proof positive that some of the DB staff can read!



BOOKCASE

by Len "Easy Reader" Weed

Here's a list of some of the more popular books on the ol' DB bookshelf. Every book listed here is guaranteed to have been read and generally understood by one or more staffers, whatever that's worth. Tear this article out and put it under your pillow the next time you have a toothache. Who knows what you'll find the next morning.

Some of these books are a few years old. We can't guarantee they sell for the same price. A few may even be out of print.

How to Win at Racing. By the Editors of DIRT BIKE. 162 pages. \$2.50 special offer (\$5 list).

Published by Hi-Torque Publications. Funky looking compilation of how-to-ride series that appeared in the moldy olden days of DB, circa 1971-72. Still a lot of good info and some laffs.

The Boonie Book, 2nd Edition. By Carl Shipman. 192 pages. \$5.95. Published by H. P. Books. Subtitled: How to ride the dirt, take care of your bike and yourself. Everything you ever wanted to know about trail riding delivered with the usual flair of DB's Contributing Editor, author of our Wrench Racing series.

Kookie, the Motorcycle Racing Dog and Kookie Rides Again. By

Red Hallum and John McCown. 32 pages each. \$2.99. Published by Educational Activities, Inc. Color on almost every page of John and Kookie, the smartest dog in the desert. The books are part of an elementary-level remedial reading service, but the pictures alone are worth the three bucks.

How to Win Bicycle Motocross. By John Thawley. 144 pages. \$4.95. Published by H. P. Books. How to ride, race, set-up and service for pedal-cross.

How To Select, Ride and Maintain Your Trail Bike. By Doug Richmond. 160 pages. \$5.95.

Published by H. P. Books. Entertainingly presented by an author who likes to take 1500-mile trail rides through Mexico on nothing bigger than a 125. How to set-up, how to ride, and what to take with you.

Honda: The Man and His Machines. By Sol Sanders. 202 pages. \$7.95. Published by Little, Brown Company. A history of the origin and development of the world's largest motorcycle manufacturer. Not exciting, but an interesting business study.

Various English Publications. By Bruce Main-Smith Publications. *Vintage Roadtest Journals*, from the '20s forward, *Motorcyclists Encyclopedia*, *Famous Racing Motorcycles*, etc. Mostly street bikes. Write the publisher for a list of publications.

The Techniques of Motocross. By Ake Jonsson and Vin Gilligan. 208 pages. \$4.95. Published by Paul Oxman Publishing. Over 130 pages just on riding, racing and strategy with plenty of pro-level tips. Jonsson is a mechanical engineer who has won close to 20 international points grands prix — just in case you forgot.

Motor Cycle Trials Riding, 5th Edition. By Max King. 189 pages. Approximately \$6. Published by Pelham Books, England. It may be available in the U.S. from Knobby Shop International. Marland Whaley's favorite observed trials book.

Ride It! The Complete Book of Motorcycle Trials. By Don Smith. 132 pages. \$5. Distributed in the U.S. by J.H. Haynes and Company. Thorough, sometimes humorous presentation by the three-time world champion.

How to Win Motocross. By Gary Bailey with Carl Shipman. 190 pages. \$5.95. Published by H.P. Books. Thorough presentation by one of America's best motocross instructors. Covers equipment, set-up, training, racing strategy, technical aspects and maintenance.

Clean To The Finish. By Sammy Miller. 72 pages. \$7.50. Published by Bruce Main-Smith Publications, England. Available in the U.S. from B & B Specialties. Large 9 x 12 format with plenty of photos. This is Miller's second book and concentrates mostly on riding technique by the two-time world and 11-time British champion.

Motorcycle Tuning For Perfor-

mance, 2nd Edition. By Carl Shipman. 174 pages. Published by H.P. Books. How to make your street or dirt motorcycle run better. Tuning, carburetion, ignition, engine modifications. "It's an excellent book," direct quote from DB's token Swedish engineer.

Metrics For Mechanics. By Doug Richmond. 159 pages. \$4. Published by Dos Reals Books. Absolutely no plot. About 60 pages explaining basic mechanical concepts plus another 100 pages of conversion charts from linear to metric. Cover is grease and oil resistant.

Mr. Moto-Cross. By Torsten Hallman. 114 pages. Approximately \$2.50. Published by Torsten Hallman Racing Inc. Life on the world circuit with the four-time world champion. Plenty of action photos. Not an instruction manual.

The Woods Rider. By Robin Perry. 143 pages. \$2.95, paper cover. Published by Crown Publishers, Inc. Plenty of photos.

ISDT '73, The Olympics of Motorcycling. By Ron Schneiders. 150 pages. Approximately \$12. Published by Chilton Books. Plenty of photos, including color, on the 1973 ISDT held in Massachusetts.

Karlebo Handbook, 10th Edition. 900 pages. Genuine, printed-in-Swedish engineering handbook. One look at the T of C and the book sells itself. Contents include: Matematik, Mekanik, Hallfasthetslara, Sammanfogningsmetoder, and Bearbetningssteknik. Available from select-ed Swedes everywhere.

Zen and the Art of Motorcycle Maintenance. By Robert M. Persig. 412 pages. About \$2, paperback. Subtitle is: An inquiry into values. The book has nothing whatever to do with dirt racing, but a lot to do with everything else. Find out who Phaedrus really is.

Ride It! The Complete Book of Motocross. By Frank Melling. 159 pages. \$5. Published by J. H. Haynes and Co. An English publication covering a little bit of everything.

Escape By Trail Bike. By Wiltz Wagner and Bill Brokaw. 85 pages. \$3.75. Available from B & B Specialties. A fine little book, it applies observed trials riding techniques to improving trail riding capabilities.

The Art of Moto-Cross. By Jeff Smith with Bob Currie. 125 pages. \$3.50. Published by Gilligan Pub-

lishing. Printed in 1972 by the two-time world champion. Covers all aspects. Plenty of pictures from the era when four-strokes were still competitive.

The Trail Rider's Guide To The Environment. \$3. By Shaun Bennett, Ph.D. 60 pages. \$3. Available from the American Motorcycle Association. Things you always wanted to know about the impact of the motorcycle on the environment, with some cute cartoons added.

The Adventures of Phoebe Zeit-Geist. By Michael O'Donoghue and Frank Springer. About 85 pages. \$1.50. Published by Grove Press. Wherein is revealed the true answer to the question: who is Phoebe Zeit-Geist and why does she keep getting mentioned in DB? Probably out of print. Hee, hee.

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H.P. Books
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Tucson, Arizona 85703

Educational Activities Inc.
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Freeport, New York 11520

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Bruce Main-Smith Publications
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Grove Press, Inc.
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New York, New York 10003

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9421 Winnetka Ave.
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Torsten Hallman Racing Inc.
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BENT SPOKE AWARD

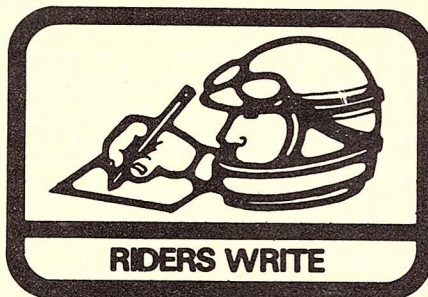
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RIDERS WRITE

SOCCER TO ME

I have a bet that pro motocross is the most physically demanding sport in the world. How about it?

Chuck Moss
Shaver Lake, California

Our friends (?) at Soccer Corner tell us with a condescending sneer that soccer is the most physically demanding sport, with motocross second. We wonder, though, how much you can trust people who spend their leisure time chasing balls. — ed.

WHO'S ZOO?

Need a good zoologist for anything?

Kerry Bryan
Kyle, South Dakota

Continued on page 21



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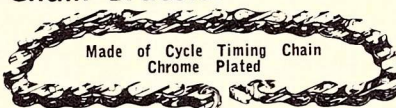
114 Can-Am

115 Husqvarna

116 CZ

117 Bultaco

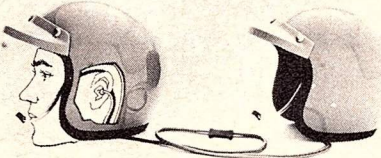
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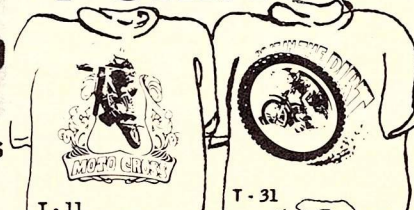
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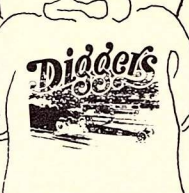


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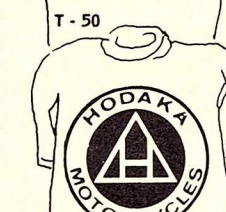
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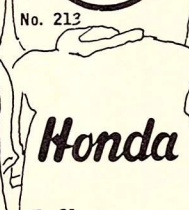
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T - 21

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THE GHOST WHO WALKS

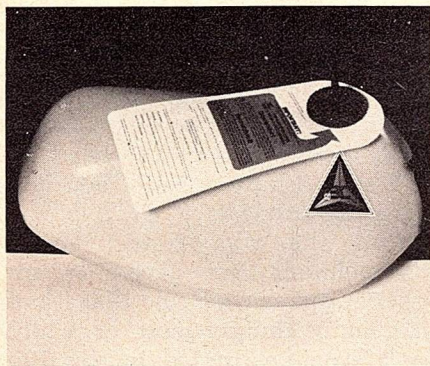
The old Phantom is over 400 years old, still battling crime. But the new Phantom is a goggle (goggles?) by Carrera. The lens is impact-resistant and doesn't pop out all the time. There are plenty of wide foam vents for airflow to prevent fogging (they really work) and permit cooling of perspiration or sweat, your choice. The Phantom comes in green, blue or white, with a red adjustable band and a choice of interchangeable lenses. Check 'em out at your local

dealer or you can order direct from the distributor, Knobby Shop International, P.O. Box 1592, La Jolla, California 92037; (714) 452-1783. If you're into European and English accessories for trials or motocross you might want to send them a buck for their latest catalog.



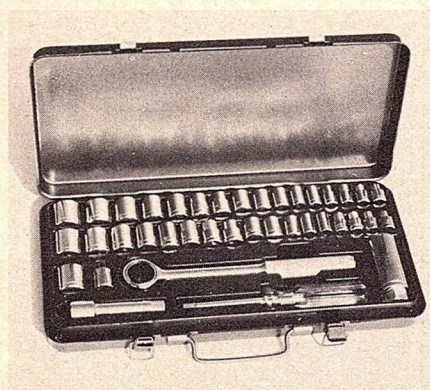
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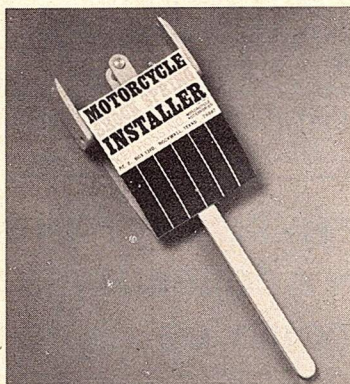
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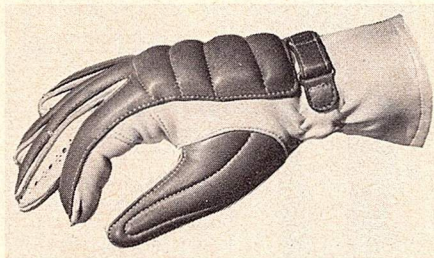
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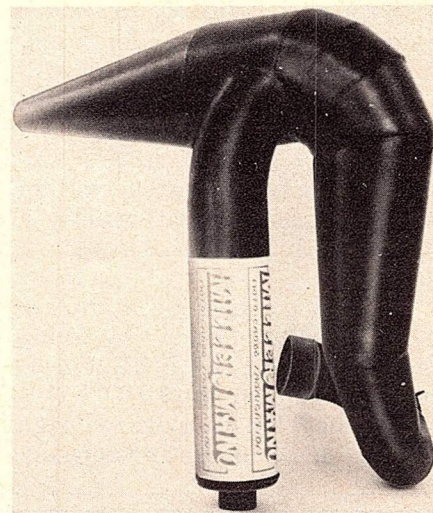
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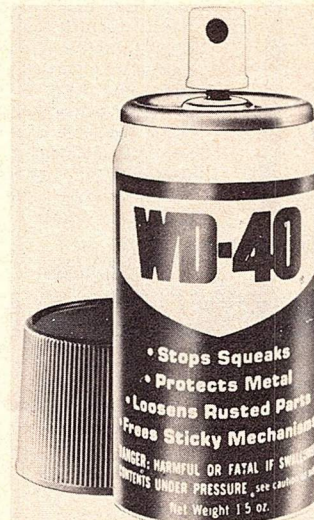
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CHECKPOINT *Continued from page 6*
strained. You know, deadlines and all." I accompanied this speech with a world-weary wave of my hand, just like Brando in *Last Tango*.

"You work here, huh?" she replied. I could tell that she was an intelligent and sensitive woman, a woman with brains as well as beauty.

"Ah, how perceptive you are, my dear," I replied. "Merely by seeing me sitting in the DIRT BIKE offices, simply by noticing the DIRT BIKE T-shirt which I'm wearing, you were able to make such an amazing

deduction. I am impressed."

"Yeah? Well, I finished high school too, y'know. Say, d'you race?"

"Sure." I made my reply short and direct, as if answering a boringly common question.

"Huh, I race a 125 Elsie myself, how come I never seen you at the track?"

This was not going the way I had expected at all. I chose my next words carefully, weighing them for effect.

"Because I don't race motocross," just the barest hint of condescension

here, "I ride enduros."

There was a pause. I imagined that I could hear her mind work, listen to the sudden trickling of fascination that the information surely aroused in her lovely head.

"I should have guessed, you *look* like an enduro rider. Well, 'bye."

And she was gone. Was I disappointed? Not likely. In my experience I've been told that I look like many things, most of which can't even be printed in this fine family-type magazine, but no one, especially not those friends who'd watched me stumbling through the woods after my minute, had ever said that I looked like an enduro rider.

You see, there are those that ride *in* enduros and there are those that *ride* enduros. A fine appreciation of my own abilities had always led me to consider myself one of the former. And here I was, faced with success of a sort.

After all, appearance counts a lot in our society. We have presidential candidates who don't know a bill from a duck's nose, but who *look* like The Man For The Job. And how often do folks smuggle a paperback out of their local newsstand because it's got a really suggestive cover, bodies clasped on a dark sea beach, that sort of thing, only to read the whole thing without finding the slightest hint of good clean smut. And, of course, most of the accessories available today seem to claim to do nothing more than make a bike *look* fast. *Looking* without *being* is clearly socially preferable to *being* without *looking*.

My trap-like mind whirled and spun. Clearly, I was on the edge of a breakthrough in my riding career, an ego advancement equal to the discovery of poker runs!

The answer revealed itself to me. To hell with practice! No more of that time consuming and knuckle scraping. I can buy a bunch of finisher's pins, paint my helmet blue and white like the Six Days guys, and then splash some Qualifier-type paint on my bike's parts. Yes sir, I'm going to *look like* an ISDT rider! Fame and sponsorship may be mine at last!

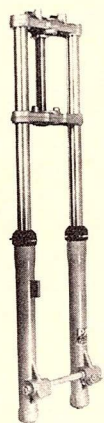
I plan to call the Oly brewery tomorrow to give them the good news.

Now, if I can just find out where Billy Uhl goes to get his beard trimmed . . .



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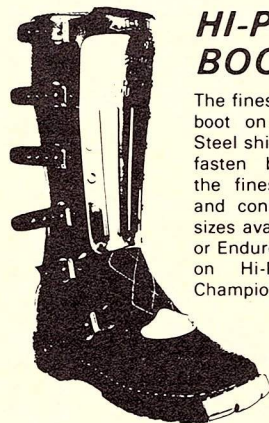


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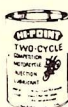
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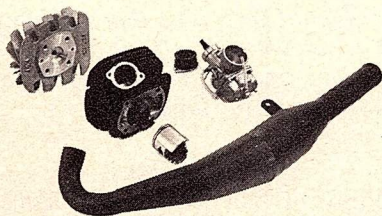
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Dept. DB-9

ASK THE EXPERT

Continued from page 8

of the new scoots are going to that design, but it's harder to build. For your buck, if you wanted to do something to the head, get it beadblasted and then take it down and get it black anodized — not painted, but anodized. Paint acts as a thermal insulator and tends to negate some of the heat absorption of the color black, where anodizing does not. Anodize your head at a metal finishing shop. Probably be a \$10-\$15 option. Again, to find out who your local anodizer is, let your fingers do the walking through the yellow pages.

TRADING UP

I own a 1974 Yamaha MX100 and have seized the piston. What I would like to know is, could I put a 125 cylinder and piston and rings, etc., on my engine? Would I have to do any modifying?

Mark Walker
Las Vegas, Nevada

There's really no easy way to put a 125 cylinder on the 100 lower end. It

Continued on page 21

#26

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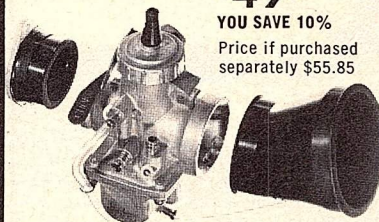
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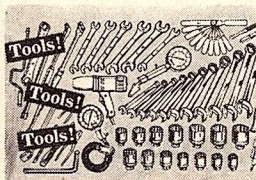
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KING RICHARD'S ALMANAC

by Dick Burleson



Here's the enduro side of our rotating Q & A column. Address your questions to Dick Burleson, c/o DIRT BIKE Magazine, P.O. Box 317, Encino, California 91316. Reader response will determine how often this column appears. Remember, we can't promise personal replies.

Dick Burleson is the current National Enduro champion. He won the title in 1974 also. Age 28, with a degree in Mechanical Engineering, he is the Eastern Regional Service Manager for Husqvarna. He was the top finishing American in the 1970 Trans-AMA series and has earned two Golds, a Silver and a Bronze in ISDT competition. And there are about 22 National Enduro wins tossed in there too.

ARSENIC ON WHEELS

I have a Suzuki TS185 (1974) that I intend to run in enduros out here. Are lights necessary on the bike? My bike is stripped of all the junk like that. I understand you used to compete in Trans-AMA. Which do you like better — motocross or enduros? Why? Which is harder for you? What is the single hardest thing you have ever done on a motorcycle?

Rick Schwalbach
Cranford, New Jersey

Lighting depends on the state law where the enduro is held. I prefer enduros because they offer more riding time. The hardest riding experience was the 1972 ISDT in Czechoslovakia. I got food poisoning on the fourth day and still managed to finish for a Bronze Medal.

DRESS?

While crashing though the December issue of DB I stumbled on an article about Six Day Trials and Two Day Qualifiers and a comment about gathering bread to send some hotshoe Yanks to the Six Day Trial. This blew my dress up, so let's get going.

I am a member of Trail Riders of

Houston and would like to attempt to chairman a one-day trial to acquaint the club members with the thrill of agony and feel of defeat in such an event. However, I know little about such an event.

John Nix
Houston, Texas

Contact Dutch Hutchings, 612 Davidson, Nashville, Tennessee 37214. He can give you the specifics on putting on a one- or two-day trial. He has put them on himself to raise money for the ISDT.

BUFF

I'm 22 and 190 pounds and an enduro buff in central Indiana. I know that I can make a competitive enduro machine that is light and fast from various MX and foof machinery. My problem is that I'm not sure of the degree of reliability I might expect from a highly-tuned foof. I also don't know how much trouble it would be to hang lights on, say, a Yamaha MX250B. Also, would your normal MXer have enough transmission in terms of slow boggin' and 80 mph road work? My primary aim in such a project is to save money and weight over a Penton or Can-Am.

Mike Beyersdorf
Greentown, Indiana

Motocross gearboxes generally have a high first gear and closely spaced higher gears, so that if you put a large countershaft sprocket on a motocross bike to make it go 80 mph you'd be slipping the clutch constantly in first gear in tight woods.

On the other hand, if you put a

small countershaft sprocket on a motocross bike so first gear would be suitable for tight woods, the motor would over-rev in the road sections.

Why not get a bike that's designed for what you'd like to use it for — and save yourself time, money and headaches in the long run.

FIRST OF ALL

First of all, my most sincere congratulations for a fine effort in representing the U.S.A. in the ISDT. It takes a special kind of person with dedication to pay the tab and ride his knobbies off at the ISDT too! Thanks!

Now for my question. Is it possible for a novice or "B" rider to ride a Two-Day Qualifier? I would really dig riding one for experience because I too wish to ride the ISDT some day.

Fred Thompson
Bay City, Michigan

There's no problem, Fred. It's good experience for a B rider.

THE EYES HAVE IT

Some of us have been blessed with less than 20-20 uncorrected vision. How in Billy Hell do you keep your specs from gathering fog, mud, etc.? I use the stick-type fog-preventer on my glasses and goggles, but it becomes useless when riding events like last year's Lonesome Pine Enduro National. Help! I ride very poorly when I can't see where I'm going.

Joe Tokarz
Lynchburg, Virginia

If you can't see where you're going, you can't go fast safely. Stop and clean your glasses when they need it. I prep my glasses with Rain-X on the outside and a defogger on the inside. I also make sure I have a good front fender. I use a duckbill and no goggles. Occasionally for a hare scrambles I'll use a rip-off plastic lens duct-taped to my helmet — just for the start. I have large-lens glasses with plastic frames that are closed around the nose-piece — just for riding. They have to be replaced about every six months. This would depend on how much racing you do. And carry lots of bandana handkerchiefs. I like one on the handlebars besides two pocketfuls. (When washing don't use fabric softener, do put them in the dryer.)



ASK EXPERT

Continued from page 19

would take a major amount of machining work. However, if you get a 125 then the 175 cylinder pops in easily in that they both have the same bottom end. If you have a problem with seizure on your scooter (assuming the piston clearance is correct, as well as the timing, lubrication, etc.), you can increase the performance and make the piston run quite a bit cooler by drilling a hole just beneath the bottom piston ring on a 45-degree angle. It will go from just under the piston crown with its outlet pointing in the upward direction into the third port. This gives it a little extra shot of fuel/air mixture into the boost port, and keeps a steady changeover of cool air/fuel mixture underneath the piston crown. Hence the piston runs cooler, stands less chance of seizing and you can pick up a little torque to boot. Craig Cox at Yamaha Country in McMinnville, Oregon, has made a number of these modifications which have proved quite successful. Incidentally, this modification is applicable to all of the reed valve Yamaha dirt bikes. And better yet, it's easy to do.

To help you drill this boost port hole, I suggest you start with a small drill bit like a 1/16 to 1/8. Drill straight into the piston about 3/8 below the bottom ring, then put in the 5/16 drill, and again drill straight in. Once the drill bit is all the way in the hole, move the drill slowly so it won't break up to the 45-degree angle, and it will kind of mill with the side of the drill. If you don't have a machine shop at your disposal, this will make it a lot handier to do it at home with your 1/4-inch drill motor. ⚙

RIDERS WRITE

Continued from page 14

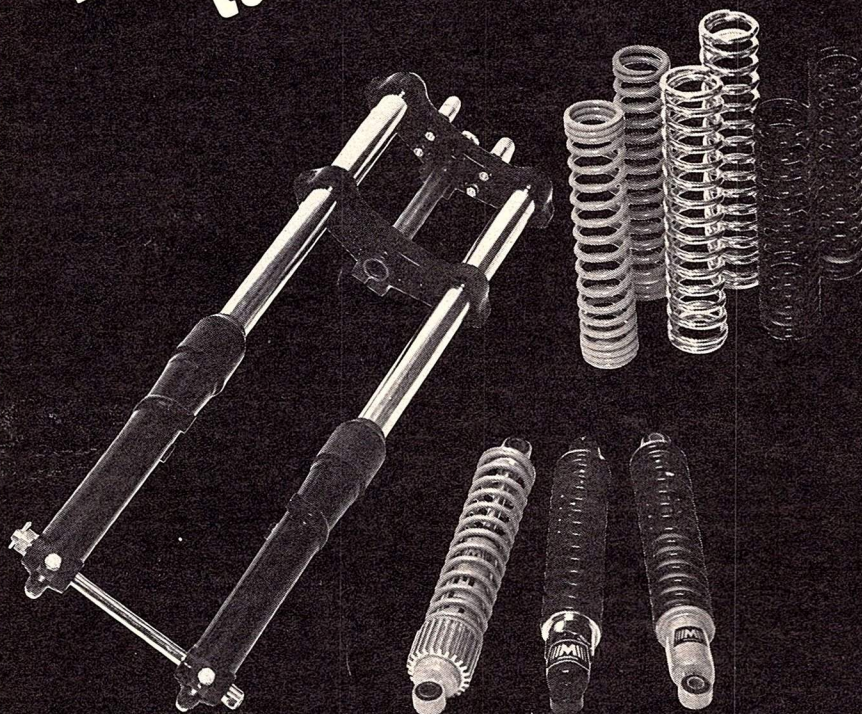
Yeah, Bryan, we know of a few squirrels we'd like to volunteer for vivisection. — ed.

PACHYDERM GP MARK II

I told my dad that I wanted either a circus elephant or a racing bike for my birthday, figuring that I'd get him in a corner. Come the date I ran downstairs to find a brand-new . . . elephant, sitting in my living room. Not about to let him put me down, I entered Dumbo in the open class. We have currently won 23 races in a

Continued on page 23

Team MulhollandTM tuned suspension



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HOT SET-UPS

Alright, what's the story? Whenever we come up with anything from hot tidbits to blowmind brainstorm, aren't we always decent enough to share them with you? Well? What's your excuse? Too many pit crashes without your helmet maybe? Isn't our money good enough? It should be enough just to have your name emblazoned across the pages of The Mighty DB. But if it isn't, would you consider \$10? That's right, we'll give you ten big ones if you'll just melt some brain cells to come up with a slick tip, and send it in along with a suitable black and white photograph. What more could you ask for? You'll be rich as well as famous.

RIM LOCK REMINDER

Keep a close eye on your rim lock nuts. Check them every time you tighten your spokes. Better yet, back off the nuts, apply a couple of drops of Loctite, and tighten 'em up. Still better than that, replace the nuts and lock washers you have with the good aircraft-type nylon lock nuts as found on certain high-quality Swedish machinery.

STUFF IT!

Much of the noise produced by large-finned off-road bikes is a result of internal engine clatter, rather than the old villain exhaust.

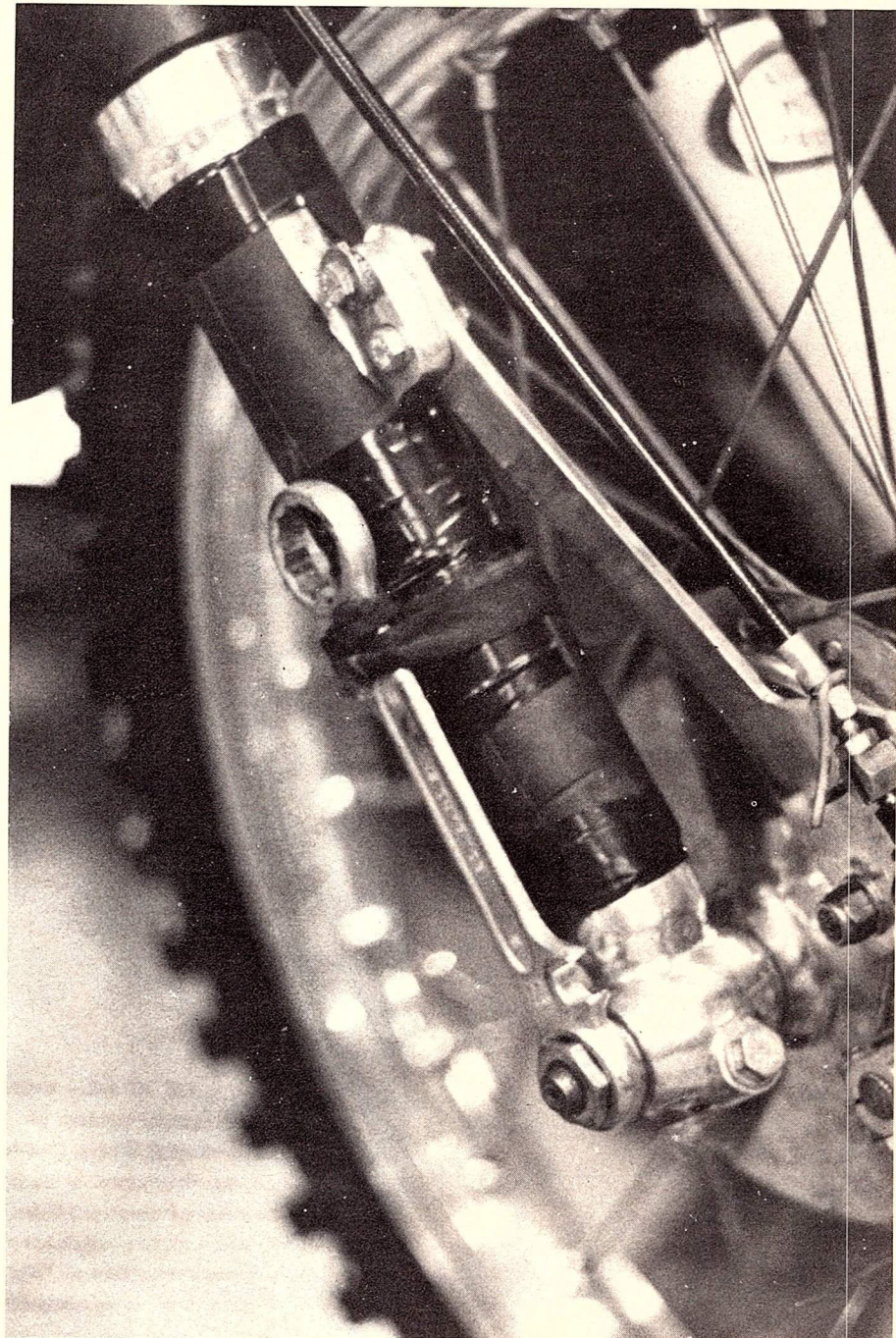
Remember those trials tires that came stock on your bike? You know, the ones that have been in your garage for years now. Neat and functional cylinder silencers can be made by hacksawing off a bunch of the mini-knobs and forcing them between the ringing fins of your engine.

On many bikes a grouping of these stuffers will cut down engine noise considerably, perhaps enough to help you pass that crucial sound test. Old worn-out knobbies work well, too!

Remember, noise annoys, and silence, of course, can win golden...

HEAVY DUTY AND A HALF CLUTCH FOR 125s

Yamaha small bike owners with clutch slippage problems: Take heed. There is an easy solution. If you own a '69 through '73 125cc or



SIX DAYS-TYPE TRAIL TIP

This picture is easily worth a thousand words. This is especially hot if you're too cheap to buy a tool bag. If you really give it some thought, there are all kinds of places

to stuff spare shift levers, master links, cables, chain bits and chain breakers. Don't forget the vise-grips. You can even substitute them for a shift lever if you are desperate.

175cc, a '74 MX125 "A" or "B," a '74 MX175 "A" or "B," a YZ125 or 175 "A" or "B," then you can simply replace your stock clutch springs

with those straight out of a DT1. Yes, the good ol' Dit One has some use. Price isn't much more and they really work.

RIDERS WRITE

Continued from page 21

row. Do you know where I can get a pair of alloy elephant ears in a CZ bend?

Francis Gaulin
Team Tusk
Southampton, Massachusetts

LEERS AND FROTHING

You guys better start sending Hunter Thompson royalty checks for Michael Jordan's articles or the good doctor might have to rip your lungs out. Seriously bent, indeed.

Raoul Duke
Pittsburg, Pennsylvania

Listen, "Duke," you'd better stop using Thompson's nom-de-plume before the good doctor decides to lunch on your pineal gland. — ed.

OH CAPTAIN, MY CAPTAIN

As the president of the I.B.W.A. (Iowa Blimp Watchers Ass'n) I hereby declare the DB staff official honorary members.

The President
I.B.W.A.

P.S. Our Mother Ship is the Columbia, what's yours?

Now wait a minute, ours is the Columbia. In the immortal words of Captain Beefheart:

*All the people stir
'n the girls' knees tremble
'n they run their hands over the
blimp, the blimp.*

"Daughter don't you dare."

"Oh momma, who cares?"

It's the blimp, the blimp. — ed.

NAME THEM SPECS?

Now there is no excuse for wasting even one more hour in non-productive piddle when you could be playing "Name Them Specs," the second most mentally demanding sport in the world. Get some of your knowledgeable two-wheel friends together, get out all your old bike mags, and turn to a spec sheet. Take turns guessing at each item, the winner being the one who comes closest on most items.

Make each bike count as a moto, have three moto races . . .

Tim Schroeder
Renton, Washington

Wow, Schroeder, never a dull moment up there in Washington, huh? — ed.

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THE PURSANG THAT LEARNED TO TURN

The battle between manufacturers to produce the most potent production motocross package has just recently evolved from a war among the European countries to a full-fledged, knock-down, drag-'em-out between the Europeans and the Japanese.

Ground which had, since the beginning of competition, belonged to the proud hearts and crafty hands of the Europeans has been trampled and taken by the relentless, machine-like determination of the Japanese.

This may well be more than just a temporary takeover; in reality it could be the crucial turning point in the domination of the world of production motocross machinery.

Certainly the slowly but surely developing European force has not been taken by surprise, but rather they have been staring their meticulous and menacing bucks-up enemy in the eye for some time — almost like a grasshopper held motionless in fear as he stares eye to eye with a tree frog, waiting for the lightning flash of tongue to rip him from his branch and instantly into the depths of saliva and gastric acid.

To say that this same situation has also been felt in world competition would be a gross understatement. A certain yellow bike, with a name

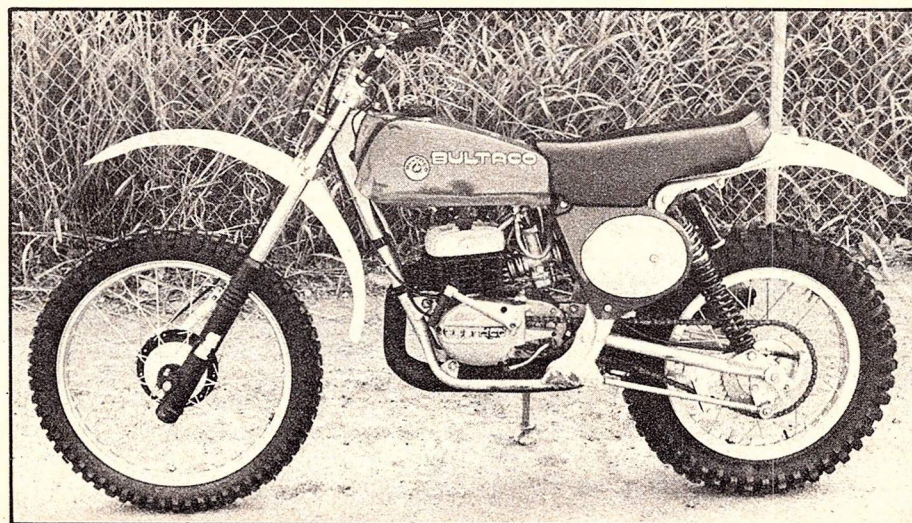
*Have you ever
seen my Bengt Aberg
impersonation?*

BULTACO'S 370 MK9 MX'ER

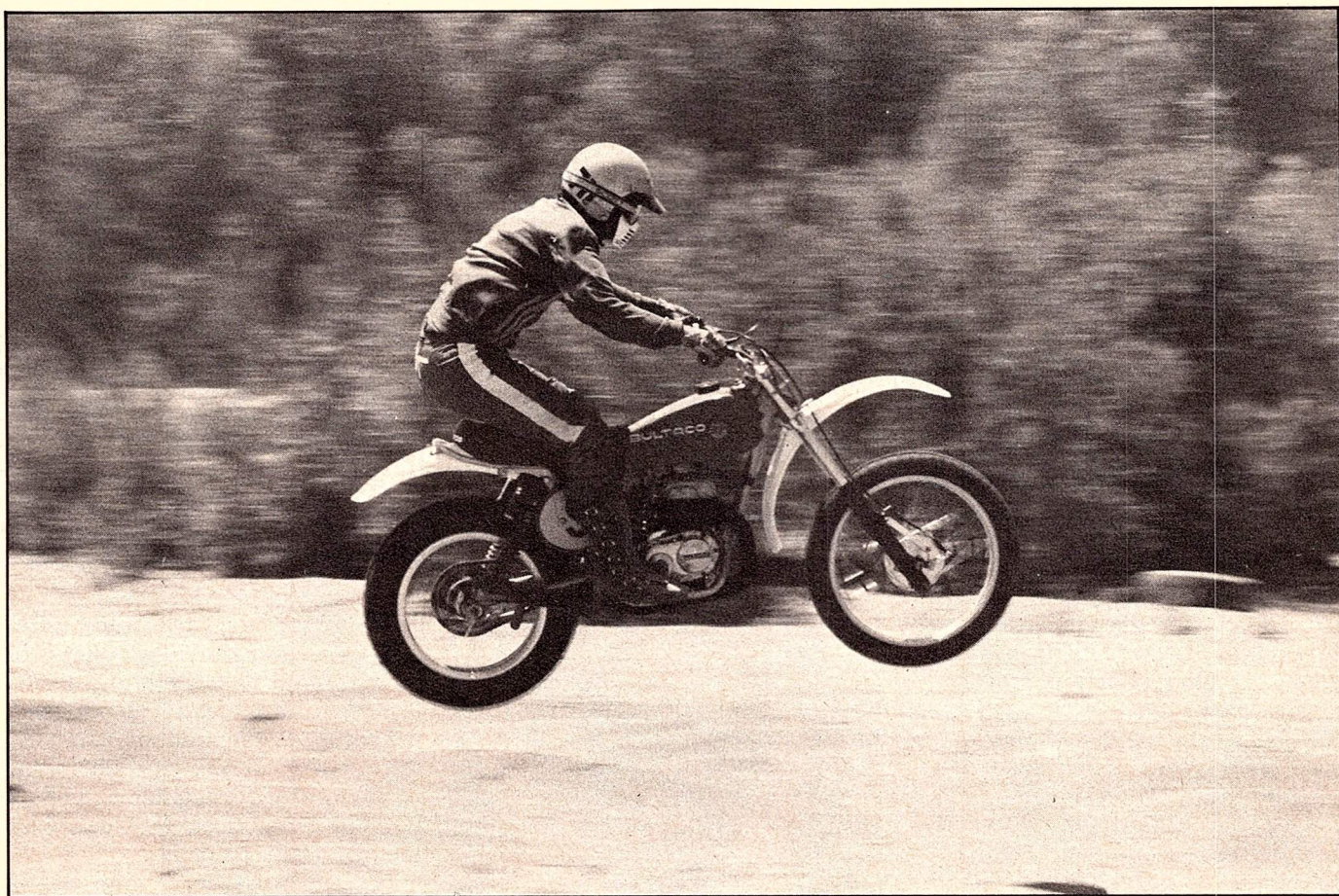
by the Staff of DIRT BIKE

that begins with "S" and which you should be familiar with by now, has all but taken full command of the open class over the last few years and has just last year proceeded to trounce the World 125 class as well. Not to say that their bikes are *that* much better, or that their riders are

Same smooth, stump-pulling torque with new porting, new 222mm travel Bultaco phorx, new air pressurized and adjustable Betors out back, new fenders, new fiberglass (humph!), new seat (argh!), new full floating rear brake, new brake pedal (are they kidding?), Bing thing, nifty chain tensioner, and yet another downpipe.







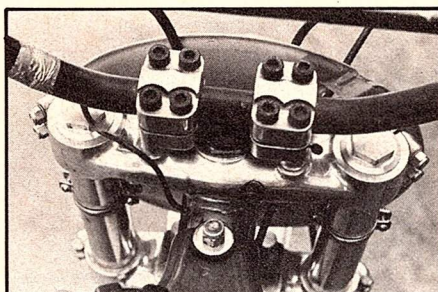
exactly slouches either, but it seems entirely possible and probable that the Europeans have lost their stronghold, especially on the production line, and the Japanese may have taken the ball for keeps.

This brings us up to the introduction of an updated open class motocrosser from a rather smallish factory in Spain run by a certain Senor Bulto. The MK9 Pursangs come with a number of design changes and improvements that cover the bike from one axle to the other. Most noticeably, the new Bultacos have improved greatly in the suspension and handling department. By today's standards, these improvements were an absolute must if Bultaco hoped to enjoy the same sell-out sales figures as last year.

WHAT MAKES THE MK9 A MK9

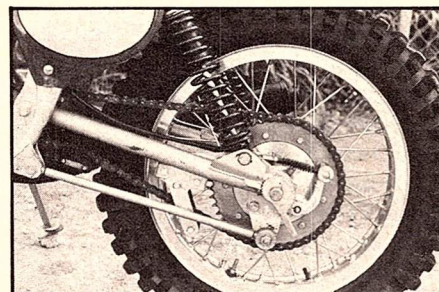
The major changes have come in the suspension with a switch from Betor to *genuine* Bultaco forks up front and a reworking of the frame in the rear to accept super-long 433mm (17 $\frac{3}{4}$ -inch) Betor air pressurized shocks out back.

Top and bottom fork crowns are identical castings with only the holes drilled in different locations for bar



New bar clamps are very secure and foolproof.

and fender mounting. Eight 6mm bolts with locknuts clamp the tubes to the crowns and eight 8mm bolts secure the bars. Four of the bar clamp bolts go through the crown and into locknuts, the inside four screw directly into the clamps. Lots of pieces, but very secure. The sliders are also identical parts except for the loss of the unneeded brake torque-stay lug. The forward axle design allows the inner tubes to slide past the axle for more travel without jacking up the front of the bike and increasing rake. At the same time, this design adds stability and has better wear characteristics. A full 222mm of travel was measured, making it 16mm more than last year's Betors with much better dampening characteristics. The new forks pivot on tapered roller bearings



Full floating stopper has zerk fittings for bushing on axle and brake cam.

like last year's.

A dual-rate, dual-spring setup is used on the rear shocks with a lightweight unit on top and a 100-pounder underneath. Four preload positions are available, and the air pressure is adjustable, with 100 pounds as a maximum setting.

To help smooth out the rear braking action in the rough stuff Bultaco has gone to a full floating rear brake connected to the frame by a steel tube with heim-joints on each end. The bushing in the backing plate is fed grease by a zerk fitting as is the brake cam. Nice touches. Bronze bushings are found at the swingarm pivot and at both ends of the floating torque arm.

At last, the Pursang is a genuine left-side-shifter and right-side-braker as there are no longer



How To . . .



Turn . . .

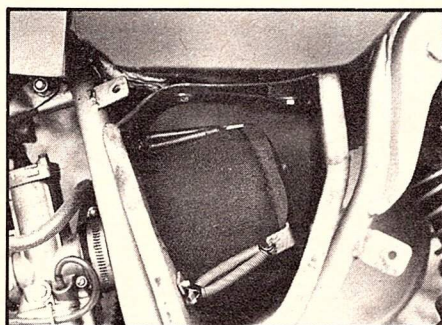
provisions for flopping the rear wheel. Still, the shift shaft protrudes from the right side primary cover.

The new rear brake pedal is hooked to the longest cable we've seen on the rear of any bike, even longer than the Can-Am's. The longer the cable, the worse the braking action and feel. There's no provision for pedal position adjustment and, as the bike is delivered, the pedal is much too high. Booo!

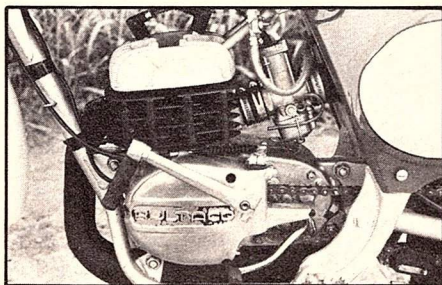
Both wheel assemblies are very light and come with stainless steel spokes with trick aluminum nipples and Akront rims. Their comparative light weight is due to the chrome on aluminum brake drums as opposed to the conventional steel liner setup. The rear rim is a shouldered, mud-collecting, old-style number while the front is the ridged, shoulderless type. Front and rear fenders are a welcome change from the ancient fiberglass stuff. They look a lot like Pettys and should hold up very well.

The new fuel tank is a handsome piece of fiberglass, with cutaways in the front for the forks to fit into, and should hold up for quite a while by the looks of it, but then, it's still fiberglass. Argh!

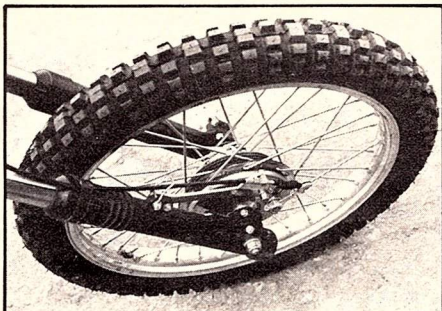
The air box, too, is still fiberglass. Sure it's light, but don't expect a long life span. The whole setup doesn't exactly look like the ultimate approach. Six springs mounted in three positions hold the oiled Twin-Air element to the front of the air box. To get to the filter you must remove six large screws, three on each side (some of which don't exactly line up), to remove the two plastic number plates, then the six springs.



Twin-Air filter breathes through slits and hole in top of fiberglass and plastic box.



MK9s sport 36mm Spanish Bing carbs, dual (simultaneously firing) plugs, tubular head stays and a new shifter. That trick rubber boot on the clutch is not as trick as it looks because there's not enough room between the outer cable and the case for it to fit on. Nice design work.



Genuine Bultaco phorx and grabby front binder. They wanted us to stress that (the Bultaco part).

The MK9 comes with the hardest seat we've ever rested our cheeks on (well, almost as hard as the Puch). Bul seats have nearly always been very comfortable to sit upon, but not any more. At first the seat seems much too stiff, but after a while it becomes less noticeable. Guess what the seat base is made of.

Hanging off the bottom of the swingarm is a nifty aluminum chain guide that's protected by rubber on all sides of the chain.

Keeping the chain on the sprockets is the best tensioner in the business. The pad wears well and the spring is plenty strong and didn't sack out.

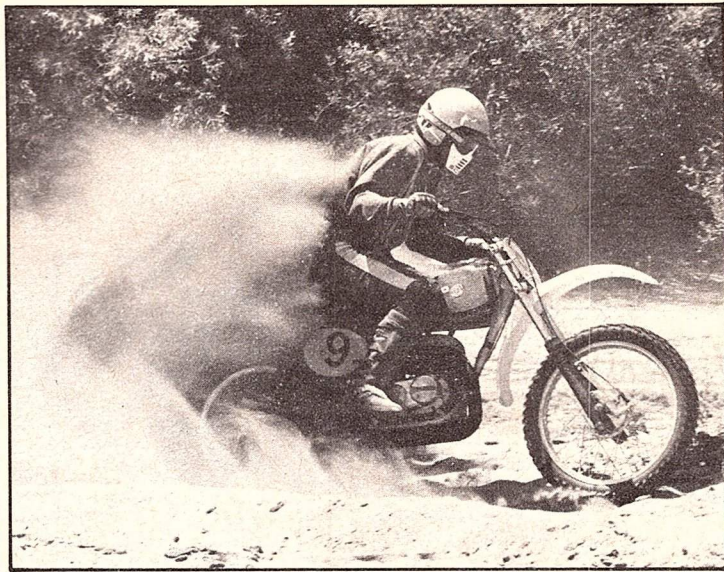
Nestled in amongst all of this new stuff, in the center cavity of the frame, is basically a MK9 250 motor with a little larger bore, a little longer stroke, a heavily weighted primary sprocket that acts as additional flywheel weight, a Bing carb, and a new shifter. The all-steel clutch, mounted on a lightweight aluminum hub, is driven by a double-row Joresa chain. Seriously, when are they going to give up on the chains? Curiously, ours was fitted with the U.S.-made Diamond which is a standard replacement item available from Bultaco dealers. Primary chains are a confirmed hazard to your finishing record.

The five-speed has been reworked a bit and now features a friction device on the shift drum to eliminate overshifting. Still it can be done.

Up in the breathing area, you get an additional fifth boost port to give the new 'Sangs a little more punch. A 36mm model 54 Bing hangs off a rubber tube on the intake manifold.



In Sand.



by Gunnar Lindstrom.

Down below and out front, the lower front engine mount now extends to a couple of mounting ears on the lower cradle by means of a longer bolt and a couple of spacers. This should help keep the engine and frame a little more rigid and help prevent fractures. Both frame and swingarm are made of chrome moly as usual.

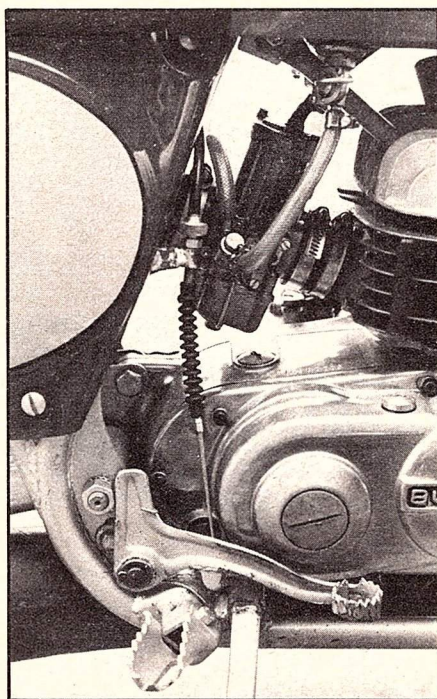
The left side shifter now makes several less bends and is made of steel as compared to last year's soft and twisty aluminum model. Definitely an improvement, but not the solution as you will later see.

Burnt gasses blast their way out of a new silenced *downpipe*. Well, maybe next year.

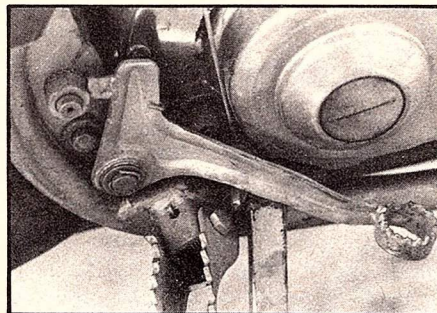
HAVE YOU EVER SEEN MY BENGT ABERG IMPERSONATION?

We had the opportunity to ride both the new 250 and 370 at a new model introduction at Rawhide Park a few weeks back, so the Bul's new personality was no surprise to us. When it comes to handling, Bultacos used to be in a separate category from your basic motorcycle feel, much as Maicos used to be. Now most anyone can jump on and feel right at home from the beginning. Well, sort of.

The new Buls stick and turn much like a CZ or a Suzuki, rather than having to put them in a slide and guide them through the turns as with the earlier Pursangs. This seems to be a product of the new suspension and the slightly different frame geometry that it entails. If you're an old Bul lover, and dead set on buying the MK9 no matter what we



Your basic go-with-it Spanish-designed brake pedal. Notice the pedal height in relation to that of the footpeg, the cable ball holder position in relation to footpeg pivot bolt, the tight bend in the long cable and the nice rubber dust boot that actually does what it's supposed to.



Then roll your eyes across our modified unit with relocated ball holder and pedal height adjustment provision.

say about it, don't start sweating yet. The number 9 still slides very well, and on top of that it turns well too. Quite an improvement right there.

Over the bumps, both the front and rear were a little sluggish. That is, neither end seemed to return quickly enough and the forks were a little harsh on compression as well.

Out in the whoops this problem was even more evident. It seemed like the rider was being sucked into the holes between the whoops, as if the earth's gravity had increased. Actually, the suspension in the rear was packing or, in other words, not extending quickly enough to be ready for the next bump.

The majority of our enthusiasm for the MK9 is generated by the perfect power pulses perpetrated within the Pursang's 363.17cc powerplant. It's got a potent low-end punch, and a steadily building mid-range that smooths gracefully into a very healthy top end. Good power that's easy to use, and plenty of it. It feels an awful lot like an open class Maico. As Gunnar pointed out, the Bul and the Maico have much in common. For instance: They both have chain-driven clutches comparatively small in size, a good deal of flywheel weight and near identical power spreads; they both handle about the same except for the Maico being a little overweight; their forks are similar in design and, with a change of oil, very similar in their action; on top of that, they both have a reputation for needing lots of maintenance.

The stock bars are narrow and have too much back sweep to them. They reminded us of a 125cc street/

trailer that we rode back in '73. All of us prefer a bit wider bar with a straighter bend.

Along with the exceptionally stiff seat we've already mentioned, another thing that seemed strange to some of us was the peculiar back sweep to the footpegs. They grip your boot just fine, but feel a bit odd till you've been on the bike for a full day. No big deal, just a little weird.

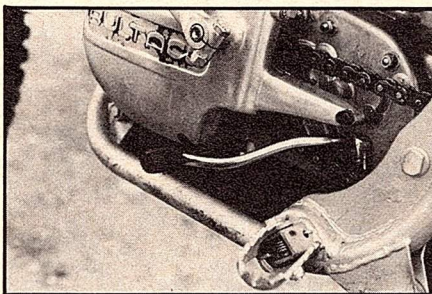
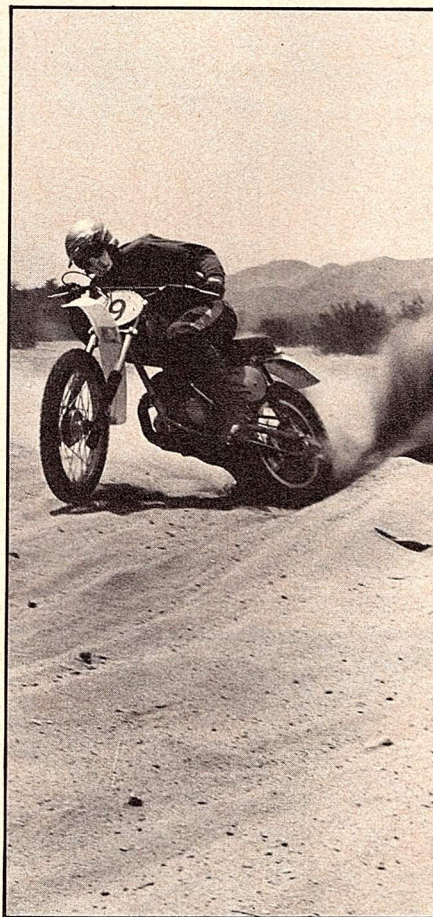
Something that's more than just a little weird is the new brake pedal and cable setup for the rear binder. To begin with, there's no adjustment provided for the pedal position. It's unlikely that *anyone* would prefer the pedal positioned above their foot when it's not in use. Bult used to have such a sano adjuster with an extended, eccentric bolt head which the pedal rested against that could be rotated to offer different pedal heights.

Besides just flat being in the wrong place, it's very awkward to use. The jagged teeth get a good hold on your toe, but when you come into a corner with the brakes on, sit down, and then try to release the brake, you're forced to lift your entire leg to let the pressure off the brake and get the pedal out from under your foot. So it goes. Every time you use the brake, you must lift your foot up onto the brake, push down, then lift your foot up off of the brake and back onto the peg.

On top of that, when you adjust the cable down so that your boot also touches the peg when the brake is applied, the pedal only needs to move less than a centimeter more and the cable ball holder bottoms out on the footpeg pivot bolt. That being the case, and with the rear brake diameter being so small, doing so little good, and fading so easily, you'll find yourself in need of a rear brake at one point or another out on the course and there won't be one there. Not at all the hot setup. Someone decided to skip a little track testing here and somehow thought that they could get away with it.

As the sun slowly slipped away, so did the clutch. Clearly it was time to head back to the shop and make some major adjustments and mods before resuming testing and photo sessions.

First to go were the bars. We swapped them for a set of chrome moly handles that are just a bit wider and don't have near as



New shifter has fewer bends and is stiffer than last year's, but drags on the chain when downshifting.

much back sweep. Very similar to the RM Suzook bars that most will find very comfortable.

Next we drained those big, new 222mm travel phorx of what appeared to be 30-weight and replaced it with Bel-Ray LT 200 shock oil which is approximately 15- or 20-weight. It's more expensive than the fork oil, but then it's better stuff.

Cleaning the air filter made us wish that they had changed to *any* other system. What's there will work, but the fiberglass won't last forever, the wire screen falls apart each time you slip the filter off and is a hassle to work with, dirt can fall into the air boot when you're removing the filter, the springs will slip and stick into the ends of your

fingers when they're oily, and they also have a tendency to unhook or break and get sucked into the all-important breather hole. Nothing is perfect. Well, except for Wendy.

Gunnar looked over the brake pedal design, and gave George directions on relocating the cable ball holder roughly 30mm above its original position to achieve the necessary clearance. While we were at it, we added a tab off of the back of the pedal that extended to the swingarm pivot nut. By filing this tab and rotating the nut, we could position the pedal so that it would be comfortable for most any human. The ball holder had to be brazed but the tab could be welded.

While we're on the subject of the rear brake . . . it does little more good than dragging your foot. However, dragging both feet and shutting down the throttle is much more efficient. Upon inspection, the shoes appeared to have been put into the hands of a drunken Spaniard who was told to grind away some of the braking surface because the brake was too powerful.

In order to achieve this incredible braking force, pedal pressure a mere five times more powerful than normal is required. This is mostly due to the drag in the cable with its tight 180-degree loop as it starts above the pedal, loops around the air box boot, and heads down and back. We cleaned and lubed the nifty plastic-lined cable through its trick lubing orifice with a combination of WD-40 and Dri-Slide. We also relubed the pivot point. If that wouldn't fix it, nothing would. Nothing would. A whole new brake actuating design is in order.

On the other hand, the good old front binder was always there to take over when the rear brake wasn't. It had considerably more stopping power — in fact a surprising amount for its size — but it had a habitual tendency to lock up the front wheel, which made things especially touchy when entering turns and on slick surfaces. Hmmm! That's the brakes.

To keep the rear end from bottoming so often and to get rid of that mushy feeling, we cut a couple of spacers about 25mm in height and slipped them in on top of the lighter springs for additional preload. If that wasn't enough, we still had four possible adjustments available.

Our last job was to lay the bike on its side, remove the brake pedal and



primary cover, then tighten up the clutch by turning in the clutch spring adjusting nuts a turn and a half.

Out on our European-designed, sand-based test track, the MK9 now felt much more like a real motorcycle. Everything was where you expected it to be and most of it worked. Especially the motor. The Pursang feels light. Maybe even a bit lighter than it is. Lay that baby over and point it. Or, you can hunt around and change your line without too much difficulty.

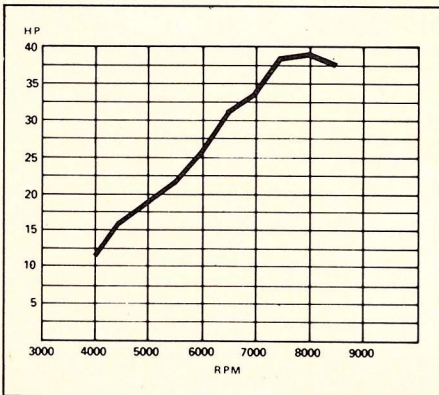
With just the change to lighter oil in the phorx, they were easily on a par with some of the best we have ridden on. They are very absorbent and do an excellent job of keeping the front tire in contact with the earth. Both seals began pumping a bit of oil and the springs had sacked about 30mm, or about an inch and a half, by the end of our second test day.

The rear end was working quite a bit better, for it was not bottoming nearly as often or as harshly. Quite acceptable, but still, the shocks weren't rebounding quite as quickly as they should. A call to our local Bultaco dealer revealed that the fix was stiffer springs and a little more air pressure. Over the whoops, it still had a tendency to swap from side to side. With total concentration and a good bit of effort it will track pretty straight, but not nearly as well as a couple of brands that come to mind

right away.

Throughout our testing, we had less trouble with the shifting than on any previous Pursang. That's not to say that we had no complaints at all. The MK9 is still a slow shifter. Not incredibly slow, but compared to the bikes we've been riding lately, you definitely have to slow your act down in order to slip solidly into the next ratio. The clutch was needed mostly for changes from second to third. With every downshift, you can feel the chain grinding away at the shift lever as it slides by. There is much less flex and fewer turns in the shifter so it has a better feel. Still, it's not what you would call a good shifter.

Another time out on the old sand track during the end of our testing, George was out sticking the big Bul through some deep sand berms when he was suddenly spit off. There was an obvious "thunk" just before he parted company with the bike as a



BULTACO 370

Price (approx. retail, West Coast)	\$1698
Engine	Two-stroke, piston port single
Displacement	363.17cc
Bore & Stroke	85mm x 64mm
Compression Ratio	10:1
Carburetion	36mm Bing 54
Standard Jetting:	
	185 main, 283 needle jet, 30/80 pilot,
	50 starter, 0 slide cutaway
Horsepower:	
	36.2 hp at 8000, 40.18 hp at 7500
	claimed.
Clutch	All-steel
Primary Drive:	
	Double-row chain, 2.375:1
Transmission Ratios:	
1)	0.376
2)	0.513
3)	0.670
4)	0.835
5)	1.000
Final Drive:	
	520 Joresa Cross; 13-tooth counter-
	shaft, 46-tooth rear sprocket
Air Filtration	Twin-Air, oiled foam
Electrics	Motoplat (electronic)
Lubrication	Pre-mix, 50:1
Recommended Fuel	Premium
Recommended Oil	Bel-Ray MC1
Fuel Tank Capacity:	
	8.5 liters (2.25 gallons)
Frame:	
	Chrome moly, semi-double cradle
Suspension:	
Front	Bultaco forks with 222mm
	travel measured, 300cc oil
	capacity.
Rear	Air/oil Betor shocks, 434mm
	(17 3/4 inches) length, 212 mm
	axle travel measured
Wheels & Spokes:	
Front	Ridged shoulderless Akront
	WM1, stainless spokes, 4mm
Rear	Shouldered Akront WM2,
	stainless spokes, 4mm
Tires:	
Front	3.00 x 21 Pirelli Motocross
	MT 07
Rear	4.50 x 18 Pirelli Motocross
	MT16
Dimensions:	
Wheelbase:	140.5cm (55.30 inches) + 4.0cm
Swingarm length:	43.8cm (17.20 inches) + 4.0cm
Ground clearance:	29.7cm (11.75 inches)
Bars, height	117.3cm (46.25 inches)
width	84.4cm (33.25 inches)
Pegs, height	37.0cm (14.60 inches)
width	46.5cm (18.30 inches)
Seat Height	91.0cm (35.80 inches)
Weight:	
	102.5 kilos (226 pounds) without
	fuel, 44.69% on front wheel and
	55.31% on the rear
Brakes:	
Front	140mm x 30mm conical, cable-
	operated drum
Rear	140mm x 30mm floating,
	conical, cable-operated drum
Instruments	None
Lights	None
Silencer	Yes, MX only
Spark Arrestor	None
Warranty	60 days parts and labor
Parts Prices:	
	Piston: \$48.72 with ring, pin and clips
	Rings: \$5.90 each (2 for \$11.80)
	Clutch cable: \$4.95
	Brake pedal: \$10.80

good-sized boulder was unearthed and smacked the shifter, bending it under the footpeg. With a little fancy footwork, the deformed metal mass could again be moved. Getting it into neutral or even between gears was another story. The resulting damage was a badly bent shift shaft, in addition to the shifter itself, and a cracked center case where the shifter had dented the case. It happens.

HARDWARE DEPARTMENT

The levers and grips were much better equipment than the plastic throttle assembly, as it had a

tendency to slip around and off of the stock bars until Gunnar roughed up its contact area with a center punch.

Most every bolt came with a nylon locknut attached to the other end except for the swingarm pivot nut, which had a lockwasher.

Tank, cap, petcocks and hoses never leaked a drop and the MK9 usually fired on the first kick. Always when hot, sometimes when cold.

The kill button wire gets cut in half between the top crown and the tank when the bars flop to the left.



Children sizes

6-8, 10-12, -14-16.

Adult sizes

Sm, M, L, X-L.

**100%
NYLON**

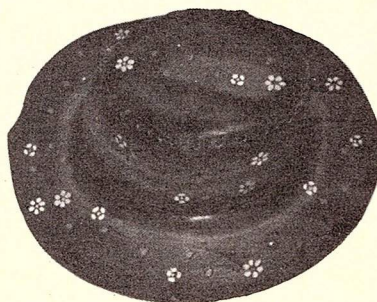
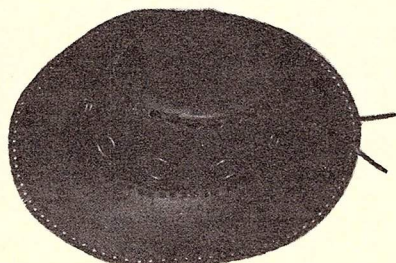
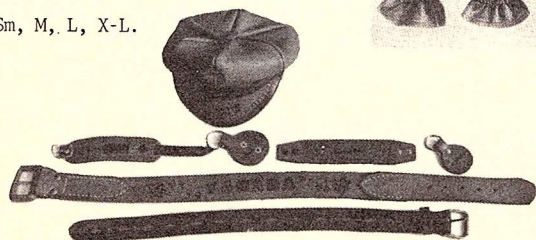
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Long Sleeve **\$8.95**



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\$4.50**



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- Winchester Hats . . \$2.95
- Hand Bag w/bike name .16.95
- Hand Bag no name . .16.95
- Shoulder Bag w/name .16.95
- Shoulder Bag no name .16.95
- Stoker Hats 6.95
- Tool Bag 7.98
- Belts 4.89
- Belts (men, w/name) . 4.89
- Visor 3.95
- Watch Bands 2.95
- Wrist Bands 2.50
- Large Key Tag . . . 1.50
- Small Key Tag . . . 1.25



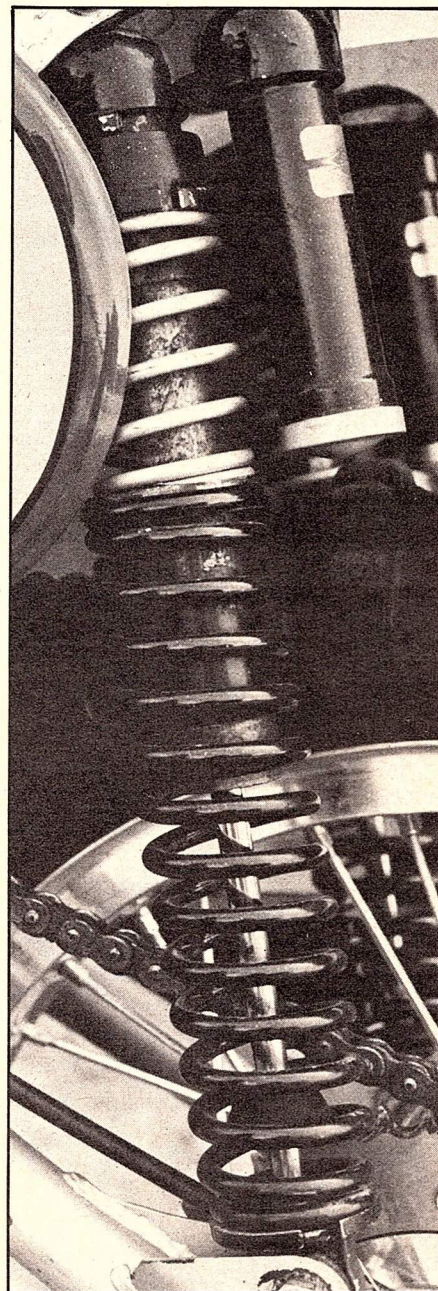
Bike	Qty	Item	Size

Ship to: _____

BIKE NAMES OF LEATHER--
Honda, Yamaha, Suzuki, BMW,
Kawasaki, Harley.

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the Half**

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Long travel, air/oil, adjustable Betors.

Our bike had been well broken in before it fell into our hands and not even one spoke loosened up. Spoke diameter, front and rear, is a full 4mm, larger than most.

Four screws hold the tire to the rim around each rimlock.

Pirelli MT 07 and MT 16 wienies work best in deep mud, deep loamy soil, and even deeper sand. They have no place in Southern California and if you race with them here, you'll be giving away quite a bit to your competition.

The chain guide, chain tensioner, fenders, number plates, seat and pipe held up just fine to the torturous test of time.

After working with the Bul for a

Continued from page 93



WHAT'S NEW FROM

AL BAKER RACING & DEVELOPMENT

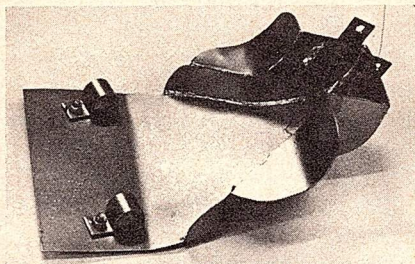
RM SUZUKI FORK KITS



The R&D FORK KIT completely replaces the stock RM innards with the best damping you can get. We developed this kit to get rid of the mushy front end feeling of the stock set-ups, to increase travel by an inch, and to provide precision dampening without pounding you. A ground taper on the rods, plus the special long-travel springs and orifices we include, will give you fork action better than any European fork made. And we'll back that claim up with a 30-day, money-back guarantee.

RM125 8-inch travel kit\$59.50
RM250/370 9-inch travel kit\$59.50

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All our total protection skid plates are rugged 16-gage steel, MIG-welded, and gold-iridate plated. Mounting hardware is included and there are no installation hassles. They are designed to give maximum protection when the going gets rough.

Honda Skid Plates: CR125, MR175, CR250, XL250, all XL350\$24.95

Suzuki Skid Plates: RM100, RM125, RM125A, TM100, TM125, RM250, RM250, RM370, TM400\$24.95

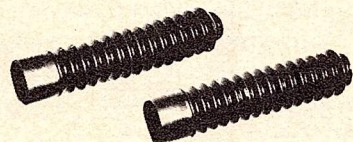
Yamaha Skid Plates: 250/400 Monocross, TT500, TT500 with high pipe\$24.95

Husqvarna Skid Plates: 250/400/405\$21.95
250/360\$24.95

Kawasaki Skid Plates: KX250/400\$24.95

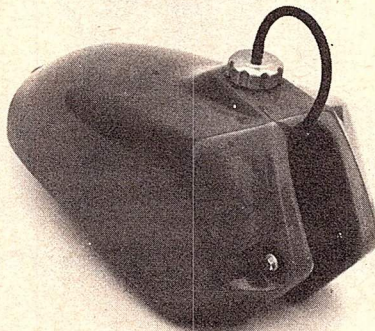
Don't forget to specify model number and year.

BAKER FORK BOOTS



For long travel forks. No coil binding. Available in black, red, and yellow. \$8.95 "Honda Works Replica"

RC REPLICA TANK



Molded and shaped for maximum capacity and comfort. This plastic polymer tank holds 1.6 gallons and uses the stock Elsinor cap and petcock. Stock front mounting and longer bolts provided for the rear. Guaranteed for a year. Specify red, yellow, white, silver or orange.\$34.50



FREON SHOCKS



Designed and proven to meet the demands of the toughest motocross and desert racers in the world. The entire Honda Race Team participated in the development of these steel bodied freon shocks which virtually eliminate oil foaming and fade. Available complete with springs.\$79.95
Lengths available: 13, 13.5, 14.25, 15.5"
Specify motorcycle, position of shock, rider weight and classification.

RACE FACE

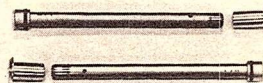


Race-face is the latest development in total face protection. Made of high density material with hardened easy to replace lenses. This one piece goggle-face guard combines the most comfortable fit and filtering system available.\$16.95



HONDA FORK KITS

These kits were designed for the rider who wants the ultimate performance from his stock Honda forks. Not only will travel be increased one inch, but both rebound and compression dampening will be greatly improved. All hydraulic-loc is eliminated. These kits were developed and are presently used by the entire Honda Factory Team.



CR250/MT250 44.97
CR250MI/MR250 44.97
XL250/350 44.97

Fork Mod Kits available for CR125 complete with springs\$24.95

S&W PROGRESSIVE FORK SPRINGS



The best springs made, and available for any bike. Specially recommended with the S&W HONDA FORK KITS. When you order, specify model, year, and any fork modifications you've made.\$14.95

YZ80 AIR BOX



Designed to flow large volumes of clean air and increase intake performance to the max. Simple installation and access makes servicing a breeze. Orders must specify model B or C.

Complete with element 19.95

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50% deposit or more must accompany all orders prior to shipping, balance to be paid on delivery. Send money order or allow 14 days for personal checks to clear. Wholesale orders must be from franchised motorcycle dealerships only. California residents add 6% sales tax. "MAIL ORDERS SAVE GAS, PHONE CALLS AND SALES TAX" (except Calif.)

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HOLIDAY IN THE HIGHLANDS

THE SCOTTISH SIX DAY TRIAL

Six days of almost seeing the Loch Ness Monster.

REMEMBER THE TITANIC

The first Scottish was held in 1911, along about the time the ship that could never sink sank. In the early years it was little more than a reliability run with the sections no more than portions of dirt trails tackled by the street motorcycles of the day. The trial was organized by the Edinburgh and District Motor Club Ltd.

Trophies were first awarded in 1925, team awards to solo and sidecar entries. In 1928 individual awards were introduced for best solo and best sidecar. For the next three years awards were given for the best performance in class. Then in 1932 the awards reverted to best solo and sidecar. Awards for the hacks continued through 1950, but the increasing difficulty of the sections led to the disappearance of the three-wheelers. Obviously sections wide enough to accommodate the hacks had to be fairly simple. For quite some time riders would use the same bike they entered in the ISDT to compete in the Scottish.

The series was interrupted because of World War Two. No events were held from 1940 through 1946. Sections still were on the easy side as late as 1961 when Gordon Jackson won his third Scottish with a score of one point lost.

Machines from Rudge, Norton, Ariel, AJS, Velocette, Triumph,

Story and Photography by Len MacWeed

BSA, Matchless and Royal Enfield took top honors until Sammy Miller posted the first two-stroke win on a Bultaco in 1965. The following year Alan Lampkin won on a BSA, the last four-stroke victory to date. During the ten years since then Bultaco has won four times, Ossa three times, Yamaha twice and Greeves once.

The advent of the light, maneuverable two-strokes led to tougher sections. Any given day of the event would not be considered nearly as difficult as a national or world championship event. The Scottish, often referred to as a holiday in the highlands, is open to less than Expert-rated clubmen. But when those six days are stacked up together, with a few really tough sections to separate the clubmen from the national and world class riders, it makes for an overall demanding test of reliability, endurance, and observed riding.

AMERICANS ABROAD

National champion Marland Whaley and Southern California champion Bernie Schreiber thought they were going to ride their first

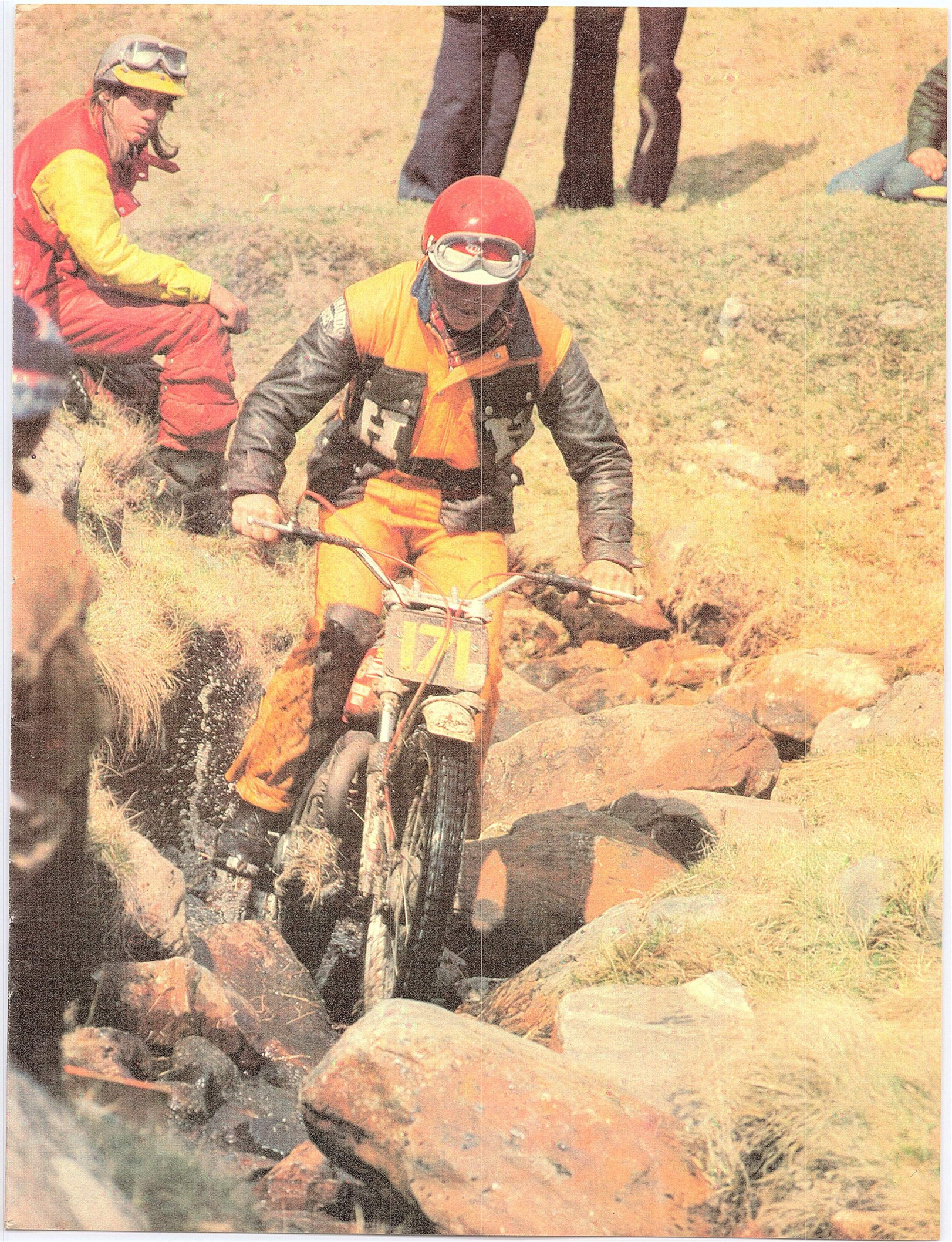
Scottish. Marland and Bernie have been plagued with the "you can't ride an FIM event until you're 18" thing for several years. For six years the ATA's Trial de Espana has raised money to send top So Cal riders over to the Spanish world round. While others rode Whaley and Schreiber had to stand around and watch. This year the ATA decided to send them someplace where they could ride, since the Scottish, although FIM-sanctioned, was reported to be open to riders age 17. Both Honda and Bultaco made bike arrangements for their riders. Then the fit hit the shan. The AMA stated the two could not get an FIM license until they were 18. They further reported that they had requested a variance in the 18 year old rule to no avail. The AMA also stated that if the riders chose to ride the event on an English license they would be ineligible for AMA competition (the Nationals) until 1977. In Scotland the pair discovered several 17-year-olds entered with FIM licenses. Who is or isn't doing what to whom?

Rounding out the American foursome were Plonker trials club president Ken Jones and your slow-zoot reporter.

WHERE IT ALL TAKES PLACE

In Scotland, naturally. Leaving

Opposite. Martin Lampkin.



Edinburgh the riders travel the first 90 miles on public roads. The bikes are impounded at Fort William, 165 miles northwest of Edinburgh, with a different loop each day. Fort William, the impound town since 1947, is just two lochs (lakes) down from the home of the Loch Ness Monster. Is Nessie a reality or a stimulated photograph? Our four-some went a-lookin', but wound up making sections and playing off-camber grab-ass at Urquhart Castle.

The terrain is fabulous. Drive down the road and pick sections without ever having to leave the car. What isn't used in the trial is often even more impressive than the sections included.

Total mileage for the Six Days was 672 miles this year, with 165 sections. Those 165 sections, actually sub-sections, were found at 37 section stops. Each section stop had anywhere from two to ten sub-sections. There were three to eight section stops per day. The 672 breaks down to about 440 miles of pavement and 232 miles of off-road riding.

HOW THE TRIAL WORKS

The Scottish is a reliability endurance trial like the ISDT with section stops added on. Riders late to checks lose a full point per minute of



Alan Lampkin, seen here at Altnafeadh, gave Bultaco three of the four top finishers.



Dave Thorpe at Altnafeadh. Dave led all riders starting the third day of competition.

lateness. If they finish the day 60 minutes behind the schedule, they're disqualified. Riders are allowed delay time for log jams at the sections. The bikes are marked and impounded Sunday, and marked pieces cannot be removed from the bike. All work must be done by the rider during a 15-minute work period in the morning or at impound in the afternoon if the rider arrives before his minute. Working on the bikes at a section is not permitted. Riders must do all the work themselves, but unlike the ISDT, the pit crew can hand over tools or unmarked parts. At the final impound at Edinburgh riders can lose points for broken spokes, leaking gas tanks, defective bearings, inoperative kickstarters, fractured frames or engine crankcases. Any rider stopped by the police for speeding is disqualified.

GETTING THERE

Wednesday. Highlight of the 11-hour plane ride to London was speculating about the couple who

entered the lavatory toward the end of the flight and remained for about 15 minutes.

Thursday. Visit to Comerfords, the British Bultaco importer.

Friday. On to Edinburgh!

Saturday. The Scotia Hotel in Edinburgh. Why there's Martin Belair. He just arrived from Spain where he's been working at the Montesa factory for the past four months. We give him his medals from the 1975 national series. Inside we meet David Goldsmith from Australia. Very interesting. Dave is 17, he has an FIM license for the Scottish. Ask around. "Oh, yeah, there're several 17-year-olds riding. The FIM gives a license for trials at 17, motocross and road racing is 18." Bewilderment.

Sunday. Off to the impound at the cattlemarket. Checking out the bikes. Dealers abound as the riders buy accessories and brightly colored riding suits. The Scottish is the time



Malcolm Rathmell was the favorite going in, because of Andrews' foot injury as well as three wins in the last four world points rides, but Thorpe overtook him for a second on the final day.

for strutting your style. The bikes are tricked out and spotless, the wearing apparel gets brighter and bolder each year. The black Belstaff or Barbour suit is becoming extinct, at least for the Scottish. Here comes a herd of sheep being driven by a dog. In four hours it rains about ten times and yet nobody really gets very wet.

There's Sammy Miller. Fresh from a win at the Isle of Wight Two Day, his 22nd win in 26 two-days. Miller won't be riding the Six Days. Nick Jeffries is busy shaping his new short-stroke factory bike.

We see Martin changing a tire for his 348. Bernie and Marland, in the jackets Bell gave us for the trip over, crowd around and *Motor Cycle*, an English weekly, takes a picture of the three Americans. Everyone keeps asking Marland and Bernie why they aren't riding. Off to lunch. Back

from lunch. There's Martin still changing his tire. He pinched the replacement tube; he's trying again.

DAY ONE

A 90-mile drive to the section we'll be observing, Edramucky. Look at those sections along the road! On to Edramucky, its pair of double-sections have only been cleaned four times during its eight-year existence. There's Martin. We note that he has two inner tubes around his belt. We ask: Where are the other two tubes for the second tire change? Martin Lampkin arrives. He's wearing Bernie's new Bell helmet, after peeling off all the stickers. Brother Alan has been wearing Joe Guglielmelli's Bell since last August. Edramucky sees its fifth and sixth cleans. Chris Milner and John Metcalfe. Rathmell stirs the crowd with a different line at the tricky floating full lock turn at the end of section two. He just bolts right up the ledge, eliminating the tight turn. Whaley and Schreiber comment on how smooth Vesterinen looked

riding Edramucky. Metcalfe records a "clean" day.

The leaders: Metcalfe-0, M. Lampkin-1, Milner-2, Evertson-2, Rathmell-3, Nilsson-3.

DAY TWO

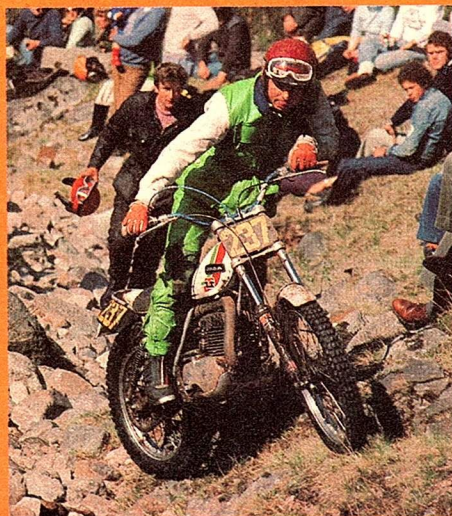
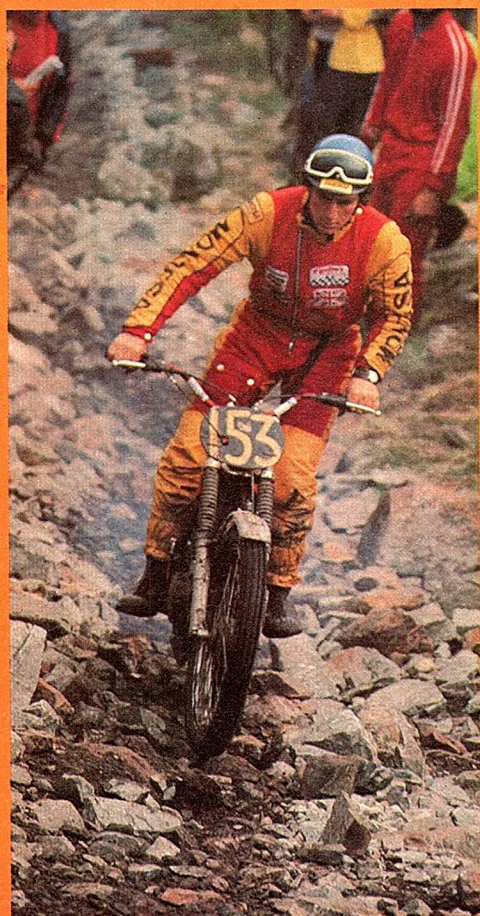
We're out at Laggan Locks today. A double-section on one side of the hill, a continuous four-section rocky ascent just over the ridge. There's Vesterinen in his riding suit, but he's taking photos. He started, but the big end bearing problem that led to seizure yesterday has torpedoed any hope for competitive riding.

Belair learns a little lesson in how it's done. A rider is supposed to walk the section, then turn in his route card and line up for his ride. If there is a backlog of riders the marshal notes the time the card is turned in and gives credit for the delay time until the rider is able to ride. Martin waits. And waits. A half-hour later they call his number. How did so many riders wind up riding ahead of him? Simple. They turned in their cards, then walked the section, arriving back at the section entrance still warm with a recent look at any possible changes in the section, and some delay time in the bargain.

It turns out that his five at Edramucky yesterday did more than hurt Andrews' score. It also injured



Top foreign finisher (fifth) Thore Evertson roaring up the Pipeline. Only ten riders ascended the 100-plus-yard run with a score of 2 or better.



Opposite. Top: Martin Belair.
Bottom Left: Rob Shepard.
Bottom Center: Thore Evertson.
Bottom Right: Mick Andrews.

his broken foot, the one the doctors told him to stay off of for at least another month. Andrews isn't sure if he can finish.

Coutard has the low score for the day, dropping just three points. But he's out of it after picking up 17 points for being late back to Fort Williams yesterday.

The leaders: Thorpe-8, M. Lampkin-9, Evertson-9, Milner-10, Metcalfe-12, Birkett-13, Rathmell-14, A. Lampkin-15.

DAY THREE

With riders departing one a minute, it takes four hours to clear out the impound. Each day the first 40 riders out the previous day are dropped to the bottom 40.

Stories of Blackwater, a section we won't get to. About riders going flat-out in fourth getting bogged down in the muck, about the rubber Wellingtons getting sucked right off of the riders' feet, never to be seen again.

Altnafeadh (alt-na-fay). Six sub-sections. The land is owned by a Belgian count. Almost all land used in the Scottish is privately owned and requires owner's consent for



John Metcalfe posted the only "clean" day, finished sixth.



Which one is the real Charles Coutard? The French champion posted the lowest score on Tuesday before retiring on Thursday with a wrist injury.

inclusion in the trial.

Back to Fort William. We notice that Vesterinen's bike is still parked near the hotel entrance. It's been there all day. At impound Andrews doesn't know if he'll be able to finish. The pain pills he takes for the foot tend to make him devil-may-care on the loop, riding with abandon, until they start to wear off. Conversation. He hopes to have the 500 four-stroke ready for the international at Washington in July. It'll weigh about 205 without gas. We learn that the production TY175 is a virtual replica of the 175 developed by Andrews. He feels a rider could win the Scottish on a TY175. More thoughts. The sections aren't up to the national championship events in England, but they're just about right for six continuous days of riding. The sections have become more difficult since 1970 when Andrews won his first Scottish. He mentions that the start number can influence the scores more than it used to.

The leaders: M. Lampkin-17,

Milner-21, Metcalfe-25, Thorpe-27, Birkett-27, Evertson-28, Jeffries-32, Rathmell and A. Lampkin-33.

DAY FOUR

Ben Nevis has ten sub-sections. A quick double and then four more ducking under branches and wiggling through a rocky creek. Further up the hill are a pair of straight rocky double-section uphill. Along comes Don Smith, development rider for Kawasaki, checking out the last continuous section. A voice in the crowd calls out: Where's the fag, Don? The reply from the three-time European (world) champion: "I only smoke going downhill."

Down to section 7/8. A quick double-take. What's Bernie doing out there inspecting the rocks? Why's he wearing that tiny helmet on the top of his head and hunched over in a Happy Time suit that may at any moment render him eunuched? And now he's riding. Number 31. Voices.

That's not Coutard, who is that guy? Bernie scores a two for the eight sections and returns the Bul to an impressed Coutard. The French champion had to bow out at Ben Nevis after deciding that his strained wrist from the crash the day before at Blackwater was, indeed, broken. When Bernie asked if he could putt around Coutard suggested he go ahead and finish the rest of the sections.

Here's Smith attempting 9/10. Clean so far, just this turn up out of the gully and he has a double zip . . . oops, his front wheel turned about one inch too late to miss that rock. He stalls. Don responds to the spectators, "You should have called out, 'turn left'."

Heading back to the hotel Marland fills us in on the Ugly Bird Ball to be held that night. Whaley was here two years ago. Watching. The rules are simple. When an entrant is ready he tips the judges and then invites the ugliest girl he can find to dance. The grimmies, as they are called, never know what's happening. The three riders exhibiting the best bad taste receive engraved pins. Since Whaley was a pin winner in '74 we listened attentively to his every word. Fondling and pinching points help improve a competitor's score. One



Andrews tackling the slimy off-camber of Edramucky. Here he's scooting over to get to the left of the marker.



Martin Lampkin's 352 is actually a 348 with an 83.2 x 64 engine configuration. It uses an Alpina piston. Martin is the only factory rider using the 348. Vesterinen hasn't even tried it, prefers the smoothness of the stock engine. Coutard also prefers the 326, has moved the engine back a little to make the front end lighter for his size. Bernie liked Coutard's change and Marland said it was the best Bultaco he'd ever ridden.

winner put grease on his fingers to show the judges just where he had been. An English super-star was disqualified one year because the judges felt he actually liked the girl. Just good clean fun, really.

Oh yeah, the trial. After four days the leader board: Martin Lampkin — 24, Thorpe — 37, Rathmell — 42, Evertson — 48, Metcalfe and Andrews — 52, Jeffries — 53, Birkett — 57, A. Lampkin — 61.

DAY FIVE

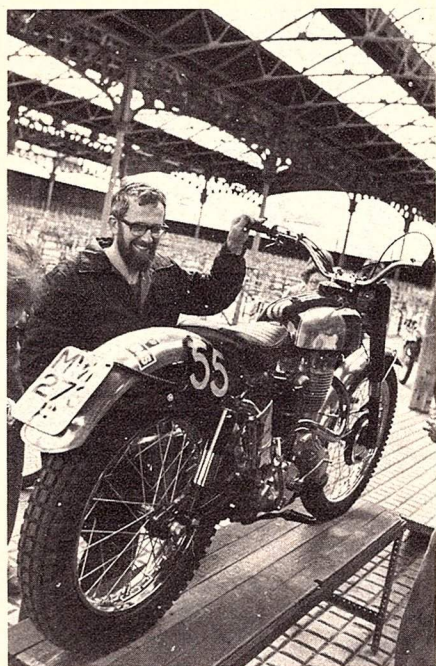
Off to the Pipeline. Three continuous sections running straight uphill beside six massive pipelines. The sections proved to be more difficult than they appeared. The first rider to attempt it, Martin Lampkin, posted the first clean. Bo Nilsson followed with another. Mick Wilkinson was the only other rider to clean during the rest of the day as the section deteriorated. Mud and water oozed out of the ground in the first sub-section. The rock ledge just at the end of the second sub-section became covered with a slippery,



Mick Andrews with his 370cc, six-speed, 175-pound prototype. He hoped to have his 500cc, 205-pound four-stroke ready for competition later in the year.



Nigel Birkett at Edramucky on the works Suzuki. He finished eighth.



This was one of the hot bikes 15 years ago, a 500 Ariel. Alan Moorewood rode this one. Both Ariel entries finished. The thumpers were great at rearranging rocks in the sections.

clinging mud spot. Some riders would run up the hill full on the wick in third gear, hit the top of the ledge, get sideways and in less than five feet lose all momentum. By the end of the day spectators were applauding riders who paddled their way to a three. Only ten out of about 225 riders managed a score of less than three.

Martin Belair got a spirited three, a good ride. Luck was holding out for the 21-year-old. He hadn't had to change a flat tire yet. But a bird did collide with him, causing a rear end with the car in front of him. He wound up beneath his bike on the pavement. Both bike and rider survived unscathed. Another wacky road incident: Bill Wilkinson got hit in the helmet with a golf ball earlier in the week.

The leaders: M. Lampkin — 28, Rathmell — 47, Thorpe — 50, A. Lampkin — 59, Evertson — 62, Metcalfe — 67, Andrews — 70.

DAY SIX

Off to the eight sections of

Achallader, the last stop for the riders before tackling the 103-mile ride back to Edinburgh, hoping all the while that nothing fell apart, blew up or seized. The sections were mildly twisting gullies cut out of the rolling hills behind a ranch. A fantastic playground.

Mick Andrews topped all riders on Saturday with a score of three. Lampkin played it safe with his 19-point lead, scoring a nine, his highest daily total, ending his three-day streak as the lowest scoring rider. The winner held a steady 40 mph average on the pavement returning to Edinburgh. He had had two seizures during the week, and he didn't want his hold on the win ruined by a locked-up engine.

The only change in the top ten was the contest for runner-up. Dave Thorpe overcame his three-point deficit at the outset of the day to slip past Rathmell on the sixth day for the second straight year.

MISCELLANEOUS DABS AND CLEANS

Overheard. "What's the point of coming to Scotland if you don't drink?"

Dunlop has a new tire, called the Trials Champion.

Team colors are a bit confusing in



Martin Belair, only American entry, took 41st, earning a Special First Class Award for finishing within the top 20 percent of the entry. Martin rode the event with a DB sticker on his gas tank.

Great Britain. Montesa uses red and yellow, while Suzuki uses red and yellow and white and black. Ossa (pronounced Osser) and Kawasaki both use lime green and white. But Ossa didn't copy from Kawasaki, they were using green and white six years ago. Bultacos are referred to as Bullies or Bultos.

The rubber Dunlop "Wellingtons" were the most popular footwear at the trial. Lampkin was wearing the Roger DeCoster Alpines with enduro sole. A surprising number of full (ear-covering) helmets.

Mick Andrews' book should be out by the time you read this. Check *Motorcycle Weekly* for availability.

The best ride ever posted by a foreigner was Thore Evertson's third in 1974.

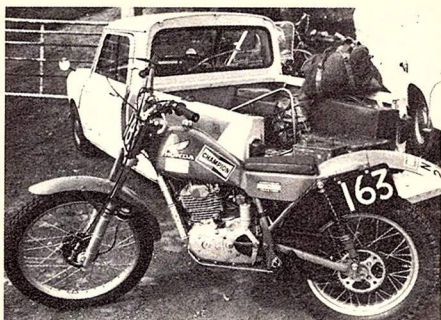
Martin Lampkin has won the world championship two times, the British championship once. This was his first Scottish win. Brother Alan won in 1966 on a BSA, and the oldest Lampkin brother, Arthur, won in 1963 on a BSA.

Suzuki rider Nigel Birkett was a questionable starter because of a high-speed crash a couple of weeks earlier that knocked him out. He recovered enough to finish eighth in the Scottish and then rode a local club trial the following day.

Vesterinen was riding with a



Three-time European champion Don Smith prepares to tractor up a trickier bit of Altnafeadh on his development Kawasaki. Note his fag, an ever-present companion.



The new all-red factory Honda. 306cc. The stroke was shortened, allowing a three-inch reduction in engine height. Bore and stroke is 82 x 58. Weight is about 190. Other changes: geometry, exhaust, closer ratios for the first three gears and reduction from four to two valves. Two-time Japanese champion Hiroshi Kondo and a factory engineer journeyed over. Miller's team had two of them.

shoulder injured after his handlebars broke. He showed up for the SSDT with cross-brace bars.

The winning score continues to shrink. Rathmell won in '73 with a 52, Andrews' score in '74 was a 41. He lowered it to 38 in 1975. Lampkin won this year with a 37.

The entry limit is 240. There were entries from 13 nations, including 49 foreigners and 74 first-time riders. Finishers totaled 194.

British Montesa distributor Jim Sandiford and Japanese Bultaco distributor Toshi Nishiyama both competed. Sandiford took a Special First Class Award in his 19th Scottish, Nishiyama seized. After replacing his piston Nishiyama rode his Sherpa from England to West Germany, 600 miles, to compete in the world round the following weekend. There was a ferry in there somewhere. Luckily he got a ride back from Germany.

Sixty-year-old Terry Hill added his 25th finish in 27 Scottish rides.

Both Rathmell and Andrews felt that too many sections in recent years have become too "changeable," often allowing the luck of the starting number to be more dominant than riding ability. The dry, small loose stone ascents that change little are not as prevalent as they were a few years ago. Sammy Miller suggested the often



Ken Jones, Marland Whaley and Bernie Schreiber. That's Coutard kneeling.

mentioned world class grouping, placing the top 30 or 40 riders together so that the amount of section change would be limited as the world class riders rode together. This would also allow spectators and press to cover more sections in one

Continued on page 89

When was the last time you had your wheels apart? No, not the time the brake shoes fell out while you were attempting another two-hour flat fix, but when you purposely disassembled the little suckers to make them good as new? That long? You might be noticing a slight loss of brake effectiveness. Do you run into slower bikes to scrub off speed for the corners? You might even have noticed that your front wheel no longer spins freely, but bucks and

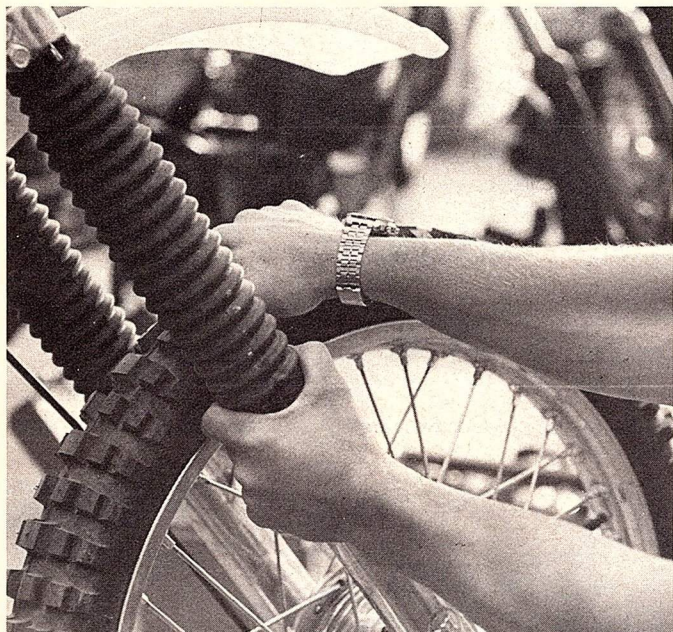
BASIC WHEEL CARE

Baring the bearings and mending the brakes.

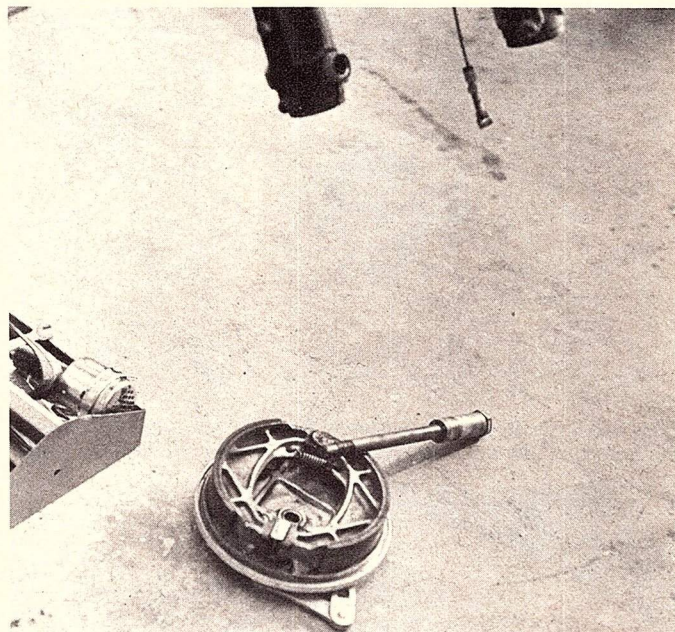
stutters around like a roulette wheel with hiccups. Time to do a little checking, think you not?

The procedures are really simple, honest. The whole shot should take no more than three beers and could do more for your riding than those trick shocks or that color-coordinated codpiece you've been coveting.

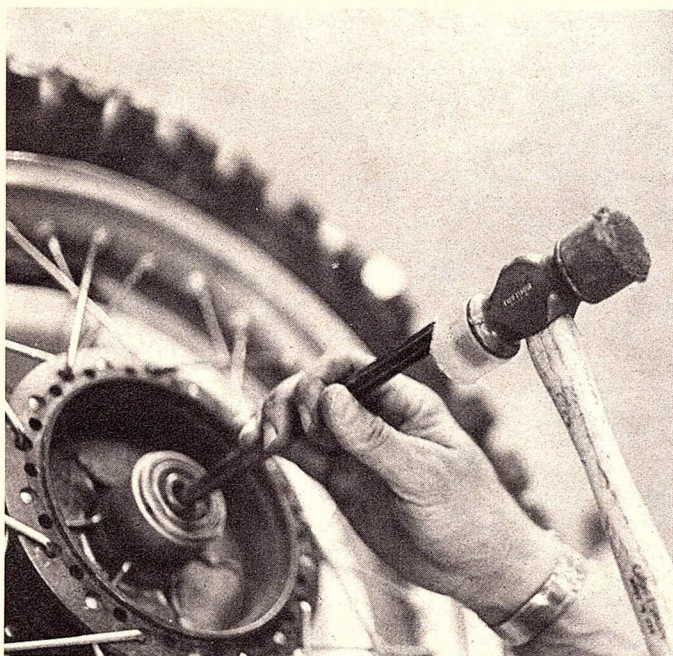
Remember, all's well with a well wheel, keep your bearings straight and your shoes true. We provide the pictures, the rest is up to you.



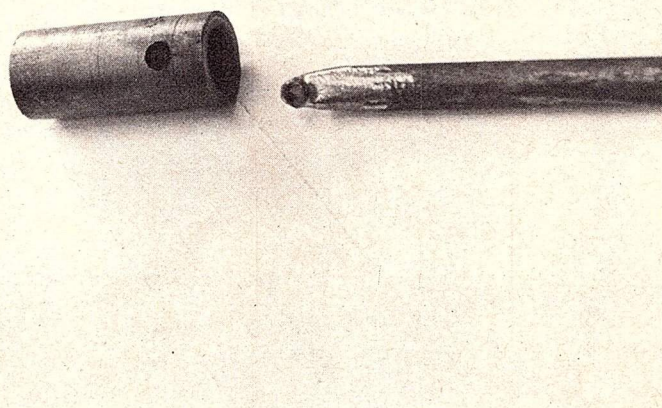
To determine if you do, indeed, have bearing problems, rock the wheel back and forth within the forks or swingarm. Any play at the axle tells the sorry tale.



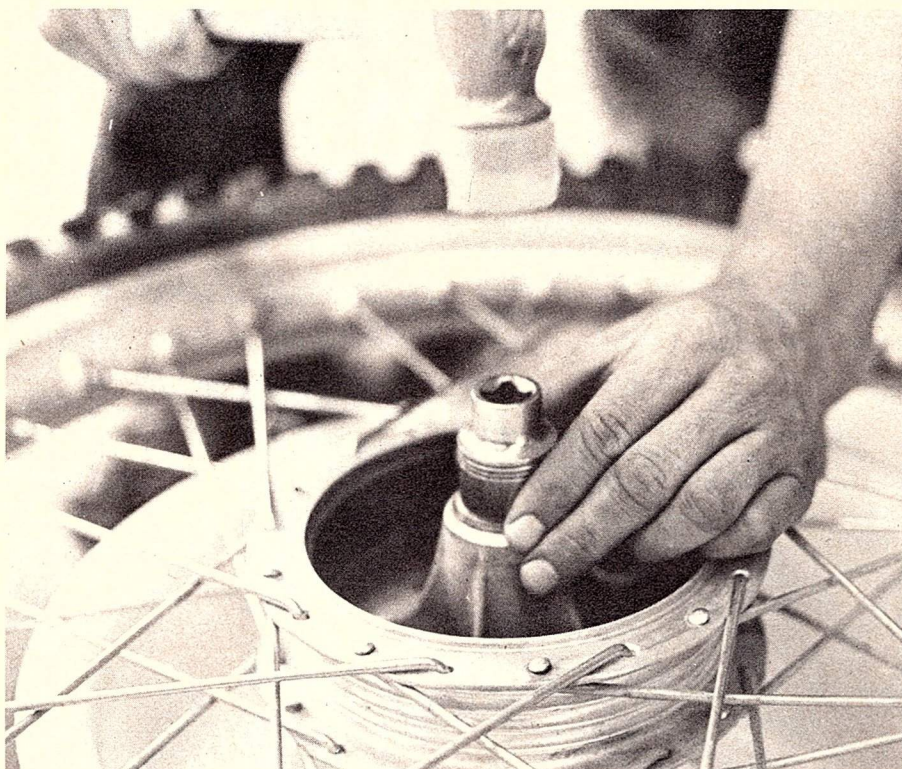
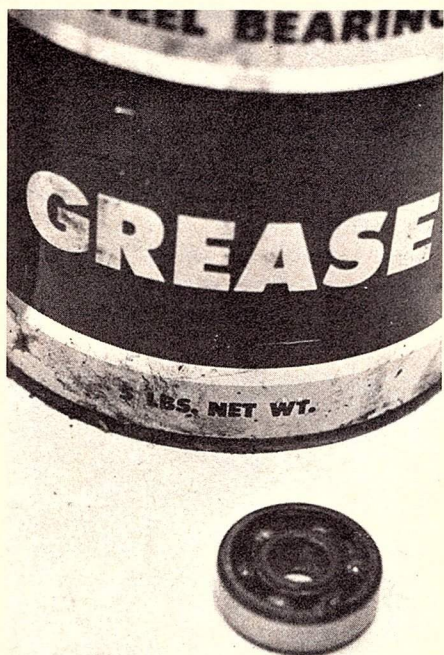
Now, remove the wheel and brake assembly.



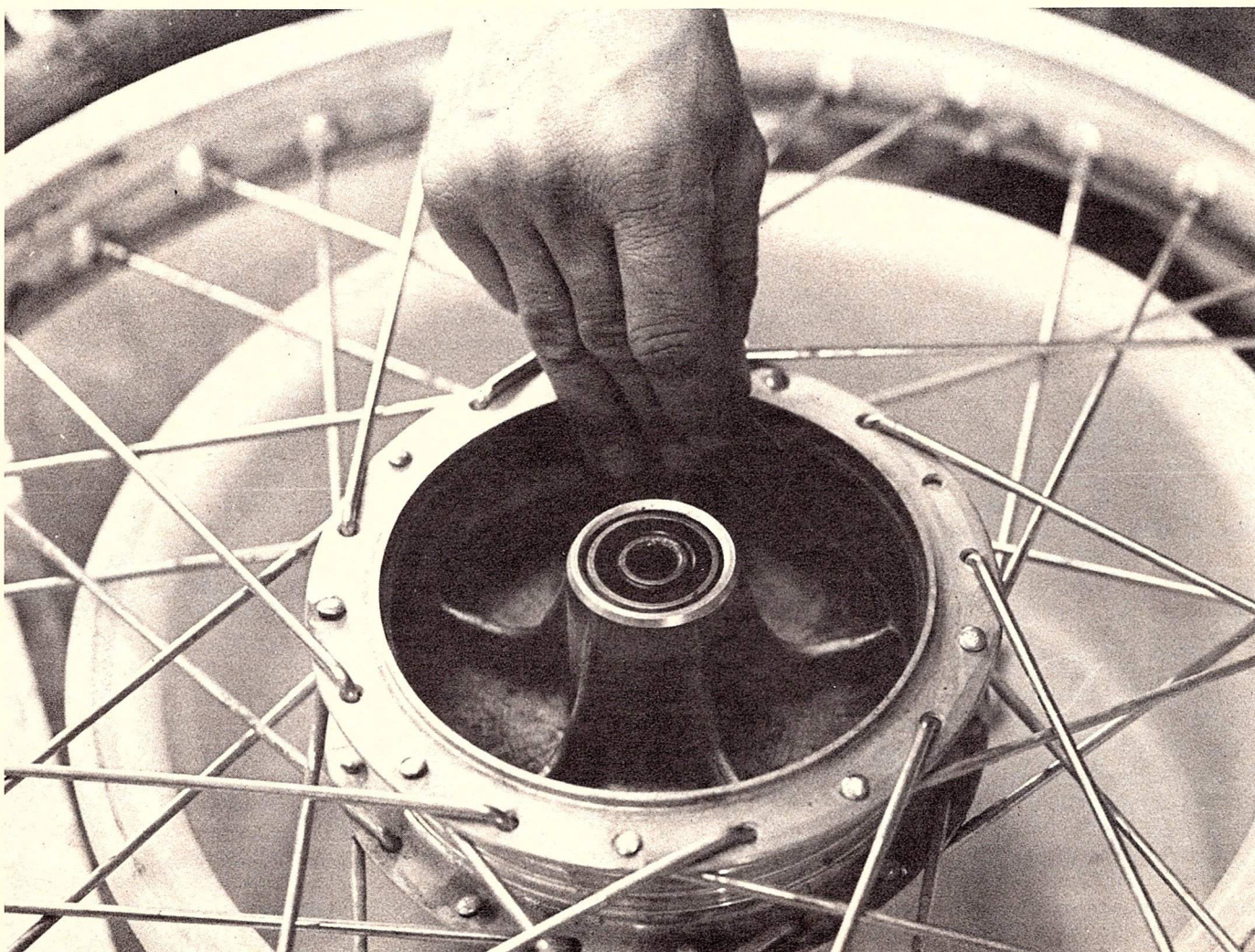
Pry back the spacer with a metal rod, screwdriver, etc., then catch the lip of the bearing and knock it out. Gently, now . . .



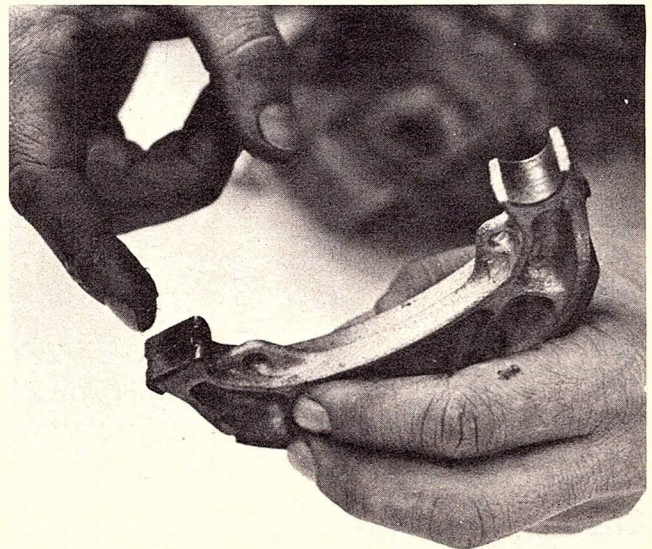
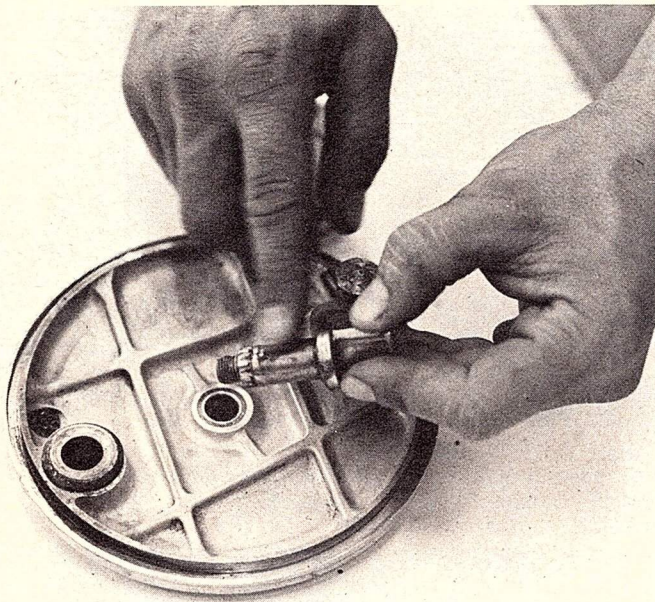
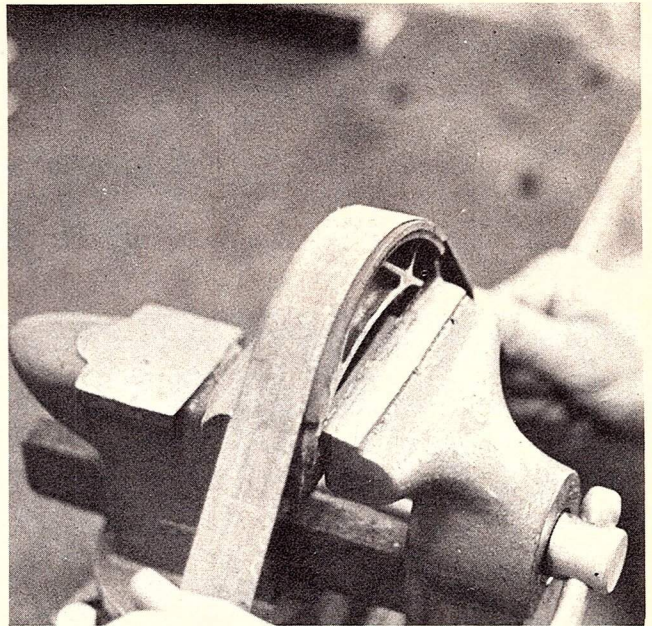
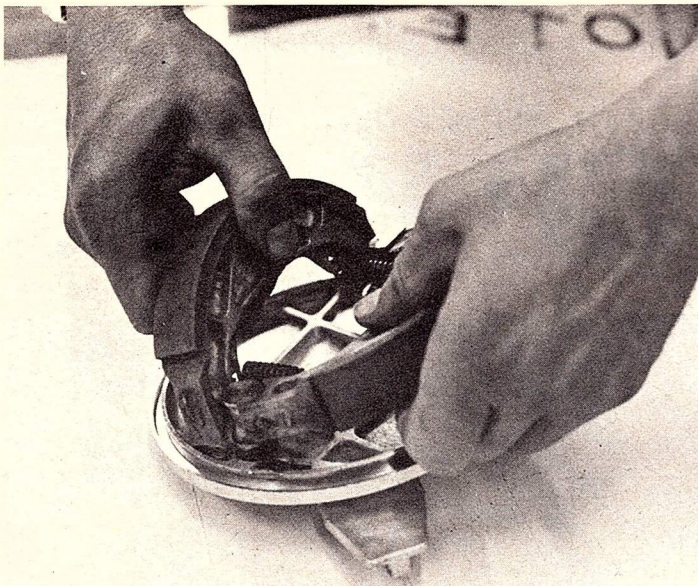
Some spacers have a hole in the side for removal. If yours does, sight the hole, get your rod wedged in it, and knock spacer and bearings out.



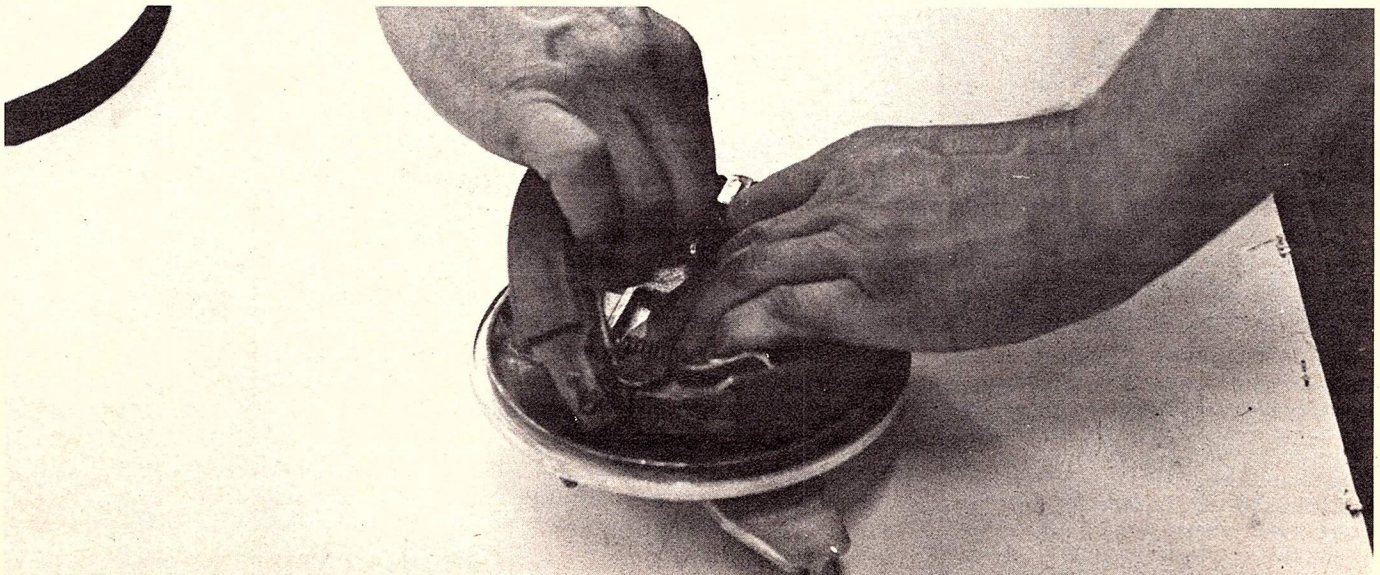
Pack bearings lightly with grease. Be sure to replace the spacer before you replace the bearings. A large socket is good to drive the bearings back in. Make sure it does not touch on the seal surface.



Use sandpaper or emery paper to clean inside the brake drum and around the shoes.



The shoes should be pried off, cleaned, and pivot points cleaned and greased *lightly*.



Put the whole mess back together and ride confidently. Er . . . when did you last service your air cleaner . . . ?

EUROPEAN EXPOSÉ

What's new with who's who.

'76 GP BIKES

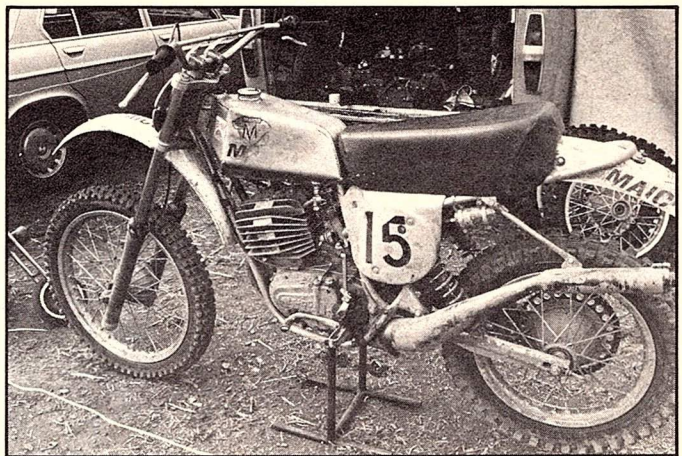
Photography by Ken Olausson



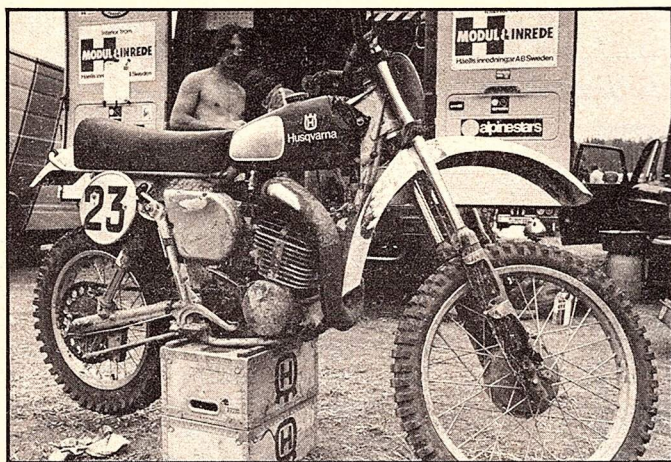
Start of the Swedish Grand Prix 1976. Roger DeCoster (#7) and Adolf Weil (#15), together with this year's only real newcomer and sensation Englishman Graham Noyce (#21); are already going for it. Brad (#23) is hooking it on the outside. As of this writing Roger is far ahead in the standings and only a catastrophe can prevent him from becoming World Champion for the fifth time. Pierre Karsmakers (#22) is right behind Adolf.



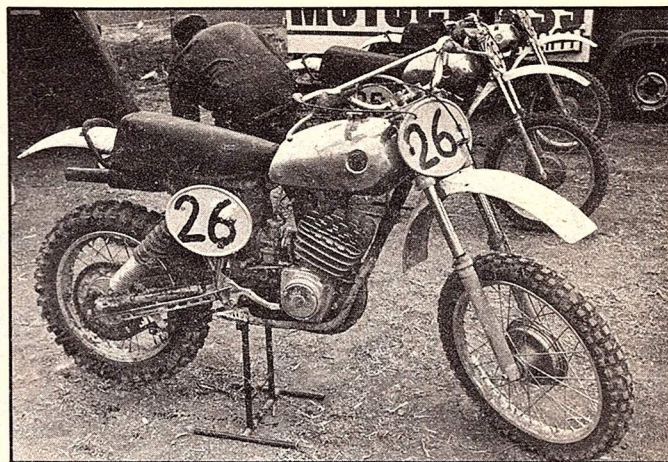
Bengt Aberg's factory 370 Bultaco uses the same rear suspension setup that the prototype Harley-Davidson MXers used for a while. Bengt seems to be pretty happy with the setup. Bike shifts on the right-hand side, which gives more positive shifting and also gets rid of that long brake cable in favor of a rod. The stock floating brake arrangement is not used, but otherwise the bike appears to be basically stock on the outside.



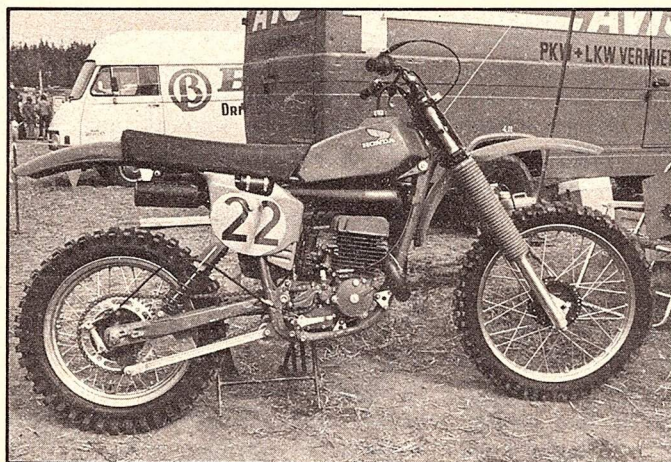
Did you ever see a more stock looking bike than Adolf Weil's Maico? Except for the gas Koni rear shocks it looks like it's just off the showroom floor. Adolf is currently in second place in the world standings. Graham Noyce on a similar bike is fourth. It's not necessary to be trick when everything on the stock bike is basically right. Amazing.



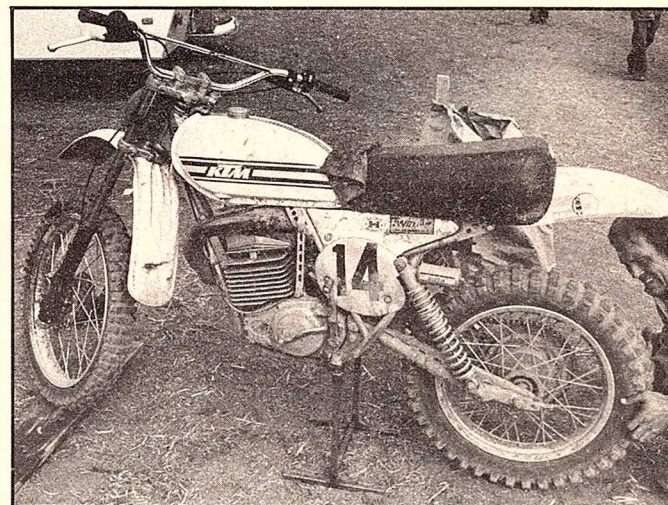
Brad's 390 Husky uses stock frame, tank, seat and air cleaner but from there on it's all new and different. New Husqvarna offset axle forks are reportedly very satisfactory, as is the bottom end power from the bigger engine (more bore and stroke). Both pipe and reinforced swingarm are handmade items at this time, but the shocks are the Moto X Fox dual chamber air shocks. Brad has been trying both the Fox shocks and others from time to time, but he has come back to the Foxes regularly. Mikuni carburetor gives more adjusting possibilities than the Bing for the bigger engine.



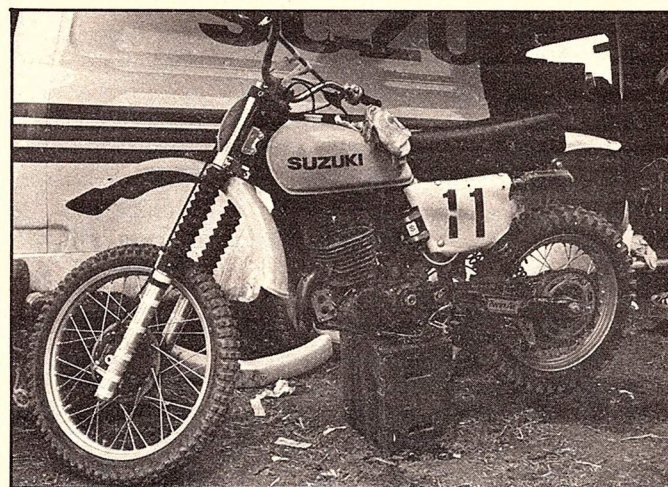
Basic Russian motocross scooter made in Czechoslovakia. The only completely air suspended bike on the circuit is almost the same as last year. Fenders by Prestonislav Pettinsky and carb by Jikuni.



The new "Stage 2" 400 Honda is the only brand-new bike on the Grand Prix circuit this year. The European spectators are showing much interest in the exotic open class Honda. Pierre has been producing very impressive results with the entirely new design. Contrary to Honda practice the chain now runs on the right-hand side, the entire motor has been "turned around" and the kickstarter is on the left. Keihin carb and floating brake. The remote gas reservoir for the shocks can be seen over the side number plate. Forks have external springs and both wheels are new. Nice exhaust pipe is down-under-up and across and very out of the way. Like all other Honda works bikes this year, the engine uses reeds.



Willi Bauer's KTM sports new long travel Bilsteins with remote floating seal reservoir, but is otherwise very stock.



The basic world championship machine. Only differences from last year's successful release are improvements in suspension, a bigger muffler and some detailing which makes the bikes easier to service. Fork boots this year.

FROM CALIFORNIA TO THE NEW YORK ISLAND...

The Movement Is On: Regain Your Favorite Riding Area



OPEN LAND

by Don Phillipson

"Yeah, I've been riding since the '60s. Started out on a Maico. Motocross. Then I started riding the desert. Now I just play around mostly, race occasionally."

"Another reporter came talking to me a few weeks back. Except he was from some small-town paper that had taken an interest in land use and off-road vehicles. He wanted facts from me about how destructive they are . . . I really laid into him, he wasn't saying much when he left."

"We run things quietly out here. Whenever people come around trying to control our affairs, we set them straight right away. All the town people like the racers; everyone behaves himself and has a good time."

Such was the way a conversation went earlier this month. I was talking to an off-duty city council official from a nearby incorporated city. He was obviously pro-motorcycle racer, had experience racing and so knew what problems could occur, and wanted to help both his city and motorcyclists.

I had heard about this particular city, and went to see just exactly how races could be held on private and city land without the hassles we

have come to expect. My questions centered around the basic problems of land closure. Answers were, and are, available. In the past few years, motorcyclists have been losing many of their legal battles. Now, with hard work by many people, these circumstances are reversing. Here are the facts on what has been done and how.

CMLDF

There is a very successful movement underway in Southern California. A group of riders got together and made a simple deduction: It is going to take money and an organization to fight land closure and, more importantly, to reopen land which has been unfairly closed.

BEGINNINGS

It would probably be wise here to admit to ourselves the reality of the situation. Of all the people reading this article, most are genuinely concerned about land closure, especially if their favorite area is gone. But, because of time or energy, or whatever, most do not take up the cause day and night. This is all right. Many people are willing to donate a few dollars and

an occasional afternoon. Not much more is needed once an organization is moving. Which brings us to leaders. Someone has to start the movement. The natural place to look for leaders is among the officials of already established groups.

Jim Wells is vitally involved in District 37. He and two others, Bob Tartter and John Townsend, under the rules of the District, formed a special committee, the Legal Defense Task Force. Most all Districts have similar rules. Pick up your rulebook and find out what it takes to form a committee. Advice from Jim Wells: "Keep the committee small. Three members has been ideal."

This committee went before the District Sports Committee and reminded everyone of the problem. They proposed that every rider, in every District race, be charged an extra dollar which would go directly to the Legal Defense Task Force's treasury. This proposal has been bringing in approximately \$500 a week from this single source. Instant revenue.

ACTION

So a small committee was formed, a plan was made to bring in money. What actually has been done? The committee approached the Bureau of Land Management, which is the agency in Southern California controlling the federal land. They *did not* just walk in and bitch that the desert is being closed. They *did* study maps, specifically the Interim Critical Management Program (ICMP) for the California desert. They *did* make a detailed study and then drew up a list of proposals and suggestions. Nothing fancy. Very straightforward, saying that some areas need not have been closed because of specific reasons. They then approached the BLM with their concrete written summary. At the same time they informed the BLM that they were representing "X" amount of motorcyclists.

If that were all there was to it, then two or three people could handle the job. But all of that money coming into the fund really does serve a purpose. In the middle of last year a local club was denied a race the day before the event. The course had been laid out, several hundred people had already arrived and were camped. Reason for cancellation: The BLM was being threatened with

a lawsuit if they allowed the club to run the race without written permission from every landowner whose land was being used in the race.

It was the "Written Permission Law," that California has had since 1973. It states that anyone riding on private land must have written permission from the owner in his or her possession. To give you an idea of the import of this law, I'll give you one fact. Near the town of California City, in a 156-square-mile area, there are over 158,000 land owners, owning lots as small as 60 x 120 feet in size.

District 37, through the CMLDF, has taken this matter to court, attempting to prove this law unconstitutional. Though no one of course can predict the outcome, we are optimistic. The combined Districts and DRA have hired a law firm (with all of that dollar-per-rider money), and they have had some success with other lawsuits.

That is the procedure. Through the most convenient organization already existing, the local AMA District, form a small committee of people who want to work. Initiate a plan to raise money — you'll have the support of the majority of motorcyclists. Go to the agency which controls the land in your area; give them suggestions on which land you: 1) want reopened; 2) do not want closed; or 3) want reclassified, e.g. from restricted riding to open riding.

Hire a lawyer or firm and begin testing in court any law which you feel is discriminatory. Show the people in your area that you are organized and mean business. Hint on hiring a lawyer: Check with other attorneys and possibly his former clients to make sure you are getting someone sympathetic to your cause. The District lawyers happened to be criminal lawyers but they had a proven record in cases involving environmentalists. (They also happened to ride dirt bikes.)

AMA DISTRICTS ARE NOT ALL FUNCTIONAL

I would like to set a few matters straight. First, the AMA is invaluable to every motorcyclist. They provide a respected and powerful image behind any group that is associated with them. When the District Legal Defense Task Force tangles with any group they always

represent themselves as a part of the AMA. And the AMA is ready and willing to stand behind the local Districts and any special committees they might form. They cannot always intervene on local issues because of the national nature of the organization, but they have proved they will help when necessary. For example, last fall, when the Barstow to Vegas race still had a chance, they provided nearly \$3000 for a study which has proved very valuable to the lawyers which the District has now hired.

As a side note for those Districts which are officially recognized by the AMA: Half of the money your clubs pay into the AMA for race sanctions comes back to you. You are free to do with that money whatever you will. A Legal Defense Fund is appropriate. Officially recognized Districts are Numbers 6, 7, 11, 12, 15, 16, 17, 19, 20, 22, 23, 26, 36 and 38. Districts 3, 14 and 37 have recently been recognized but there is a one-year lapse before they will be receiving money.

Which brings us to all the Districts in which the AMA is not very strong. Unfortunately, in many areas the "District" is actually little more than a set of boundaries. In these areas it is necessary to use alternative organizations which will provide initial organizational structure and whose leaders will probably be the ones leading the land battle.

Colorado is an exemplary area where the AMA is not as influential as it could be. It is also an area where land is becoming a problem. Gary Palmgren, who represents the Colorado Motorcycle Trail Riders Association, is taking action in his area. He has used the same basic procedure as Jim Wells in California. It is the approach that works. He interested his club in the problem, or rather, he proposed that something had to be done; they were already interested. Club dues were to provide the initial money for their effort.

They contacted the agency, the Forest Service, which controls most of the land in that state. Up until that point the Forest Service had been responding to pressure to close land and had not listened to the complaints of the motorcyclists. They had not listened because the motorcyclists were simply complaining, no positive proposals or suggestions.

So the CMTRA acquired maps of the area, rode all the trails and began marking which ones should remain open. Along with the suggestions of which trails to keep open were reasons why. "Keep this open because the nearest house is one mile from the trail." Specific suggestions and facts are the answer.

Also, they were fair. If the Forest Service or a group of environmentalists had a legitimate complaint, they respected their rights. But they didn't back off either. They began doing even more work. They took mileage figures on "Hiking Only" trails and gave approximate percentages of how much land hikers had available as compared to their percentage of the total population. They measured motor vehicle trails and again gave percentages. The Forest Service was impressed with the obvious work that was going into this effort. (Speaking of the work, this goes back to how much people are willing to put out. Gary and a few others organized these work days and divide the day into a work day and a play day. Many people are willing to put in a half day combined with a trail ride.)

With the percentages computed the Trail Riders then asked for a percentage of land comparable to their percentage of population. But they did not simply ask for more land, in general. They identified specific trails they wanted. And they went ahead and did something which proves that people are willing to work if someone will give them direction. They actually built a trail through the forest in one weekend. 148 people turned out for the effort and this trail connected two already existing riding areas. One of the areas was threatened with closure because the entrance to the area was a problem. The new trail kept both areas open by providing better access.

With the success of this move the club has been out working on trails regularly. They have established a record of 1218 man-hours of work by motorcyclists (as of May). This is, naturally enough, making friends with the Forest Service.

They are also moving ahead with legal battles. As in California, there is a law which holds the owner of private land liable for injuries which occur on his land even if that land is posted. Action is being taken to

Continued on page 84



WILD WHAT?

by Bruce Woods



Still and all, San Jose is The Mile.

"Always going someplace, crazy, excited, taking a lot of vitamin pills, overstimulated..."

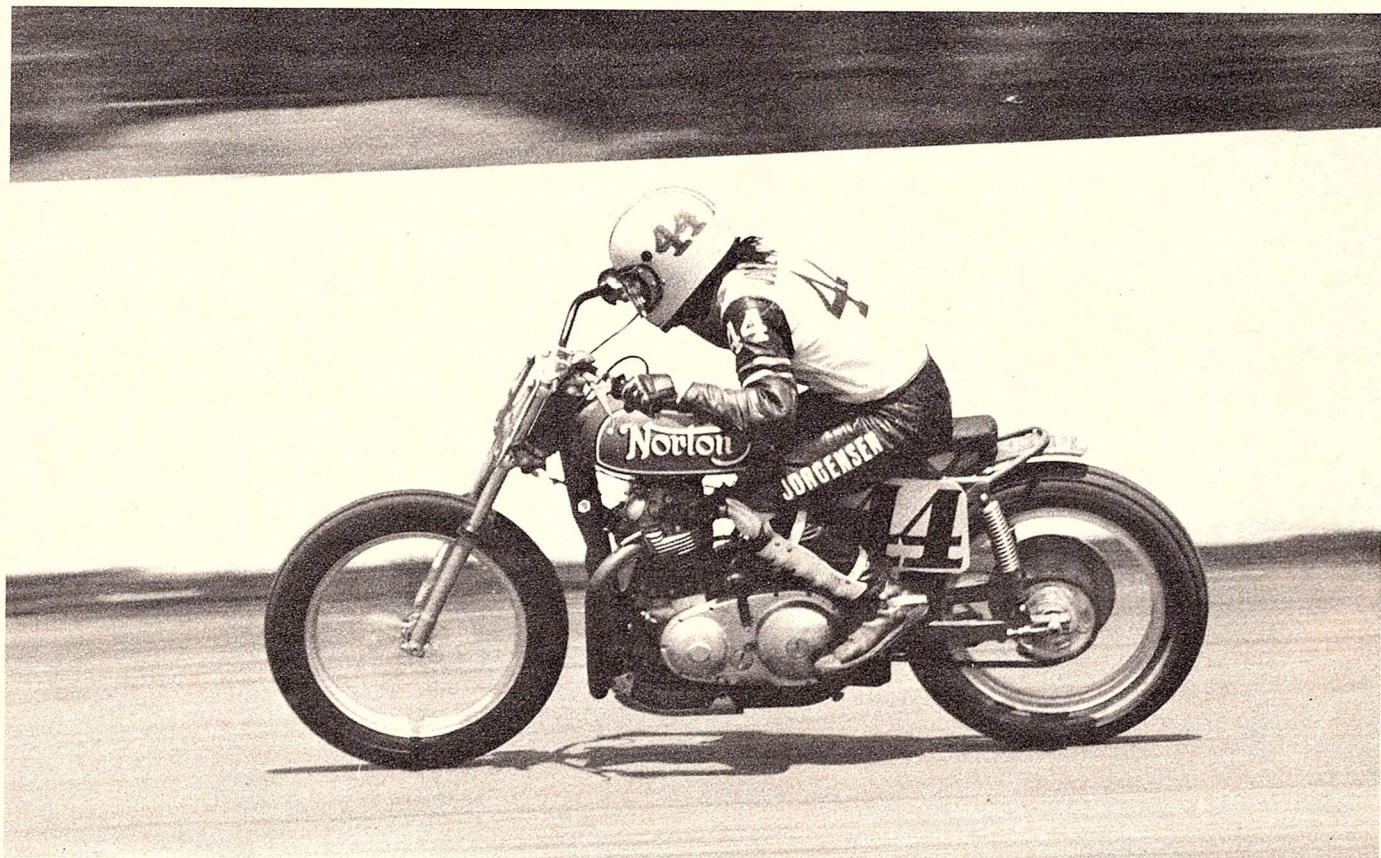
Old man, *The Wild One*,
Columbia Pictures, 1954.

Always going someplace. The
Brown Sow, faithful Econoline, tire-

shimmies from one stripe of divider-dots to the next. Mike Kerley, who has not yet experienced the awesome handling of the Sienna Swine, cowers in the shotgun seat, doubting my driving ability. San Jose bound. The lyrics of that moronic song slip the ratchets of our driving minds. "Do you know the way . . ." Hope so.

"Only a local AMA official at a National Mile can manage to look *that* much like a fifty-year-old male hooker from Havana."

Herbert Dangerfield, Itinerant Journalist



Jorgenson's Norton was clean and fast enough for fourth overall. Notice the flex in the shock as he exits turn four.

Tops pop. Our conversation is drifting, aimless, rolls haphazardly from subject to subject. Occasionally it full-circles back to The Mile. Kerley is concerned. Will Harley indeed dominate it? What will become of the privateer? Is flattrack finally, irrevocably in the hands of the factories? I, too, voice worries. Will we find a motel with a TV? Will I finally locate one of those legendary and elusive pre-race parties? How much can I drink on the expense account dinner? Dedication, as is everything, is relative.

"You are what you eat." Folks used to say that in dead earnest, not quite sure what they were saying. We pull off the highway, looking for lunch. A small town industrial district surrounds us, its main street leading foodlessly toward something at which we can't guess, but which makes us vaguely uneasy.

Finally, a quick-serve processed-food-substance stand. I order a steak

sandwich. The meat, once bitten into, has the peculiar color and luminescence of cherry licorice. Short lunch.

Closer now, watching the road signs for information. "Ft. Roberts," one announces. I try to convince myself that it could be an omen. Fat chance.

II

"My father was going to take me on a fishing trip to Canada once..."

"Yeah?"

"We didn't go."

"Crazy."

Kathy and Johnny, *Wild One*.

The motel is close to the track. Incredibly. Since the pool is drained for repairs we get a cut rate. Though several bikes and many adulterated vans sit in the lot, not much seems to be happening. Peculiar comings and goings in a large motor home provide momentary speculation, but not enough to hold interest.

I walk the courtyard twice. It is definite; I've missed the big party again. Small groups of drinkers stand around, talking softly in the dusk. I remember childhood attendance at family reunions, that strange loneliness.

Vodka, tonic, and a plastic squeegy lime. Instant party and/or provisions for killing time. Burt Reynolds, on the tube, is a good-hearted moonshiner. Nothing he says will fit into this story. Kerley and I argue over the cast of a rumored movie version of Dylan's "Jack of Hearts." Robert Mitchum, we decide, *must* be the hanging judge. I opt for Cloris Leachman as Rosemary. Mike holds out for Sarah Miles. A difference in philosophies. The bottle reaches that final half-inch that no sane man drinks. Sleep.

III

"I've never ridden on a motorcycle before. It's fast, it scared me, but it

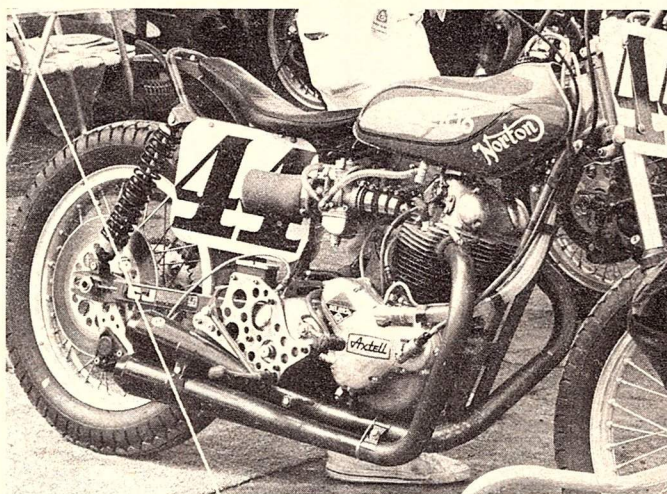




Terry Poovey looks first right, then left, before starting his time trials.



Sassaman set fast time. Like this.



A thing of beauty is a constant joy . . .

made me forget everything. Is that what you do?"

Kathy, *Wild One*.

What I do is back hurriedly out of the parking lot, putting the Sow in intimate contact with a T-Bird. Leaving a note on the windshield, I remember the old story — "If you think I'm going to leave my name in this note, you're crazy!" I write out all the information necessary. Social conscience and cowardice, I guess.

At the track early, we head for the pits. New Goodyear flattrack tires draw much speculation. They appear to be based upon the road race skins, though they are more deeply grooved. Can it be that tire technology is finally beginning to catch up with engine/suspension/etc.? The race will tell. The bikes make me cautiously covetous. When seeing the trick factory machines at other events I have felt that I could improve my own performances by

riding such equipment. These motorcycles I desire, but know that my owning one would be a saddening and hollow possession. Like a date with a spectacular woman, one whom I would certainly be unable to talk to.

Time trials begin. The new Goodyears draw raves from many of the riders; provide, they say, more traction than anything used previously. As usual, I ignore specific lap times, concentrate upon the bikes that I like. Sonny Jorgenson's Norton revives my waning anglophilia. Seems fast, too. As if anything here seems slow to the unpracticed eye.

My private hopes for the race center upon Diane Cox making the final. Her times are good, middle of the pack. I speak to her briefly, unable to say much more than, "Go for it, Lady." When her heat begins I watch enthralled. The hair whipping, the small body in a

delicate ballet atop her Triumph. Halfway through the bike breaks. Diane rolls by, tucked in to maintain momentum enough to reach the pits. Without a bike, she runs out still suited up, to watch the rest of the heats. A fan as well as a rider, she is a more enthusiastic and knowledgeable watcher than I. I admire her. But then, I admire so many . . .

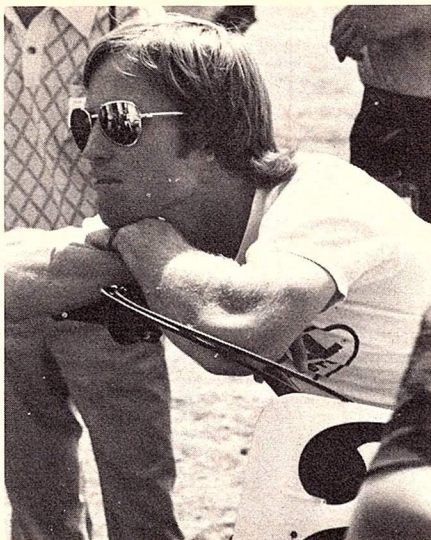
IV

"I'm singing tonight Johnny, I'm really singing. I'm on the Christmas tree."

Girl in the gang, *Wild One*.

Harley-Davidson. A bicentennial Mile to be sure. That's how it seems to be shaping up. Sassaman set fast time in qualifying, Beauchamp won the fastest heat followed by Springsteen and Keener.

Roberts couldn't make the top ten in time trials, but finished fourth in his heat, working the Yamaha hard to do that well. Never guessed I'd be



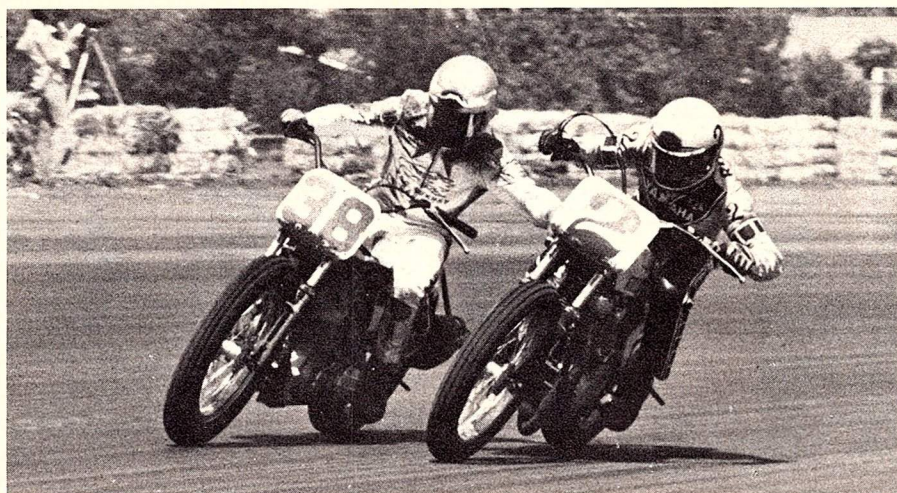
Roberts in a pensive mood.



Just a heartbeat before all hell breaks loose . . .



"I'd walk a mile for a Camel . . ."



Chuck Palmgren (38), tightening Kenny's gas cap?

THE CLAIMING CONTROVERSY

Gary Scott's invocation of the claiming rule in regard to Beauchamp's bike provided a controversial climax to the San Jose Mile. For our readers who are unaware of or do not fully understand this rule, we provide this explanation, as paraphrased from the 1976 AMA Dirt Track Competition Rule Book:

CLAIMING RULE

1. All sanctioned meets shall be considered claiming meets, and the claiming price shall be as follows:

Lightweight Dirt Track Machines \$2,500

750cc Dirt Track Class \$3,500

2. Any rider (claimant) can enter a claim for a motorcycle ridden in the same event and class in which he the claimant has competed (the

claim applies only to the engine and transmission plus ignition system and complete carburetion). A claim must be entered with the Referee after completion of the meet, but no later than thirty minutes thereafter. Referee will then notify the owner of the claimed bike engine and take physical possession of same. A rider may submit only one claim per event. Only the first three finishing motorcycles in an event may be claimed.

3. A claim must be accompanied by cash, certified check, cashier's check, or bank draft, and the owner or rider or mechanic must remove the engine from the motorcycle and present it to the Referee or claimant, together with clear bill of sale or title for same.

4. In the event of more than one claim with respect to a given motorcycle, the successful claimant shall be determined by a drawing.

5. If a rider whose motorcycle has been claimed fails to comply with these rules, he shall forfeit his prize money and his competition license will be automatically suspended.

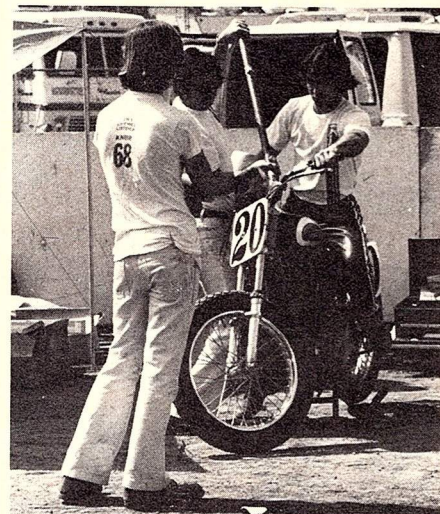
There it is, clear and concise. There is a remarkably similar claiming rule applicable in AMA motocross, also, which may get more use now that the practice has gotten publicity. The purpose of the rule, of course, is to prevent the manufacturers from running super-expensive one-offs, putting the races beyond the reach of privateers on production machinery. In as far as it accomplishes this, the claiming rule is fine with us.



Any arguments?



Muffler technology, and new standards, are among the problems plaguing privateers.



Top secret Harley bar straightening tool revealed!



The heats produced some fine, close, racing.

one day thinking of Kenny as an underdog.

Jorgenson, of the much-admired Norton, finished second in his heat, dicing with eventual heat winner Aldana for a time. The twilight of the British Empire, maybe, but those machines can still run with the best.

They line up for the Final. Seventeen Harleys among the 20 starters. Little hope for an upset bike. Less, as Kenny's Yamaha breaks a coil wire, is unable to start.

The old man in bib overalls and railroad cap next to me murmurs, "Ain't nothing like a Mile . . ." Can't argue with him.

Out of a jumbled, bellowing, start bulls Mike Kidd, takes the lead for the first lap. One lap later it is Springsteen. Another, and Kidd is limping in, his bike smoking. Rex Beauchamp looks for rhythm, finds it, and he and Springsteen play hog-tag loop after loop, changing the lead.

Back a bit, fighting for third, are

Keener, Gary Scott, and, Oh-my-bloody-God, Jorgenson! It is a wonderful race, a confuser of the senses, an ear-scrambling eye-dazzler. Sometimes side by side, reaching for speed beyond the capability of machine, the riders blow past. At the end of the front straight tear-offs shimmer like street-light snowfall in the sparse dust.

Something in the sound, in the hammering four-stroke concussion, works on the heart, increases its pace not by mind-trigger but by actual physical manipulation. I forget to keep track of the lead, of the laps, forget to take pictures. At the finish I find myself standing at the side of the track, throat sore from yelling into all that sound, feeling like someone still singing after the music stops.

Beauchamp took it. Tired, grateful to have the win after losing time by taking a turn too wide in the closing laps. Lynn, the Camel girl, lays one on him. Shutters click like a cricket orgy. Suddenly it's over.

V

"Johnny, I love ya. Let's go have a beer and I'll beat the livin' Christmas out of ya."

Chico, *Wild One*.

Not quite over. The news dominos through the crowd that Gary Scott has put a claim on the winning bike. Dick O'Brien, Harley honcho, puts down two counter claims. Scott wins the draw and thus Beauchamp's engine. Perfectly legal, all in the rules. Some hard words are said, though, words that everyone involved will likely regret later. There is tension on the track as Mike and I leave, a nervous, sweating tension, sad after the race's clean excitement.

Home again, home again. The sow shudders into gear, wheezes her way up to speed. One hell of a race, we decide. Bad country music scratches its way out of the van's radio. The dark road screens images for us all the way back.

"FADED LOVE" AND FUNKY FULL-BORES

WHITNEY'S

COUNTRY MUSIC MOTOCROSS

*The cows didn't sleep
a wink all night*

by Pete Szilagyi

Harvey Evans wins a few and loses a few. He knows the rules by which race promoters live, and to them he adds a Harvey Evans rule: you'll never know if something will work unless you try it. Often he can be found at the end of a shaky limb, pursuing a new idea.

Harvey runs Lake Whitney Cycle Ranch, several hundred rolling acres of rocks, cactus, mesquite and picture-perfect pecan and live oak trees on the banks of the Brazos River in north central Texas. In many respects his track is second to none, anywhere — it winds up and down through the Brazos bottom-land following a path cut through the native red sand by years of almost weekly races.

Lake Whitney, under Evans' progressive promotership, has seen everything dirt riding has to offer — hillclimbs, hare scrambles, trials, Texas Championship motocross, National motocross and the Trans-AMA. Harvey even bet on the European-American challenge cup sidecar motocross a couple of years ago just to try something new. He and the series, and probably the future of sidecar MX in this country, all lost.

As a National and Trans-AMA track, Lake Whitney is semi-retired. The hassles began to outweigh the money-making potential, says Harvey. Besides, since the track was so heavily involved in the AMA professional MX program, the AMA amateur organizers figured they ought to have a part of Lake



The 250 Expert class looked like a Kent Howerton walkaway, but Gary Jones on his Amex zapped Kent on the final lap.

Whitney, too, which Harvey didn't want.

So now he is concentrating on his local races, making them fun for the riders who will never have a national number. He even publishes a slick-paged monthly magazine just for the folks who patronize his track.

The latest promotion at Lake Whitney didn't involve a new idea, just an idea that many promoters had attempted unsuccessfully. Harvey combined an outdoor music festival and a motocross race, making the two events mutually beneficial, with each drawing spectators to the other. And the reason he succeeded was because he thought big.

For starters, he offered a \$5000 Expert purse and bought \$2000 worth of trophies for the Amateurs. Then, to the winners of each of the 12 classes he awarded a week-long expenses-paid trip to Las Vegas for two. Even the winner of the Junior minibike class won a trip to Vegas, and he probably didn't even know what a Vegas is. Three hundred and seventy-nine riders went for the deal.

Since Harvey's the kind of man who knows the difference between a steer and a heifer, and a pullet and a hen, the music could be nothing else but country. Again, he thought big: get Willie Nelson, currently one of the hottest country performers nationally and in most of Texas more popular than old-time religion, the oil depletion allowance and the Lone Star brewery put together.

Only trouble was, Harvey was thinking too big for Hill County, Texas. The folks there will listen to Willie Nelson records all day long, but they don't want any part of Willie in person. When he appears in concert, thousands of people automatically show up — which is what Harvey wanted, of course — but sometimes they get a bit too carried away. Girls have been known to get naked and try to get onstage with Willie and it's common knowledge that occasionally illegal substances get rolled into cigarettes and smoked at his concerts. When Willie Nelson plays, he plays almost non-stop, until dawn if necessary, a time when decent people have already begun the next day.

Willie's reputation, blown out of proportion in Hill County where it's even illegal to sell beer, nixed his appearance at Whitney.







Steve Wise ran strong in both the 125 and 250 Expert classes (on a Honda and Suzuki respectively), but seized his Elsie and crashed the RM.

So after several long-distance phone calls, Harvey went with three second-echelon country acts: Wendell Atkins, a Willie Nelson headliner (and as it turned out, even a worse inspiration for immorality than Nelson), Kenny Serrat and Sue Richards.

At concert time, the folks from Hill County, members of van clubs who were at Whitney for a van-in scheduled concurrently with the motocross and many hundreds of dirt bike riders and their hangers-on assembled at the stage at the bottom of the hillclimb. They sat on ice chests, lawn chairs, toolboxes and Suzuki 125s, and sang along with "Faded Love" and came unglued when Wendell Atkins sang, "...when Willie ain't in Austin, Bob Wills is still the king." And before they knew it, the sunrise religious

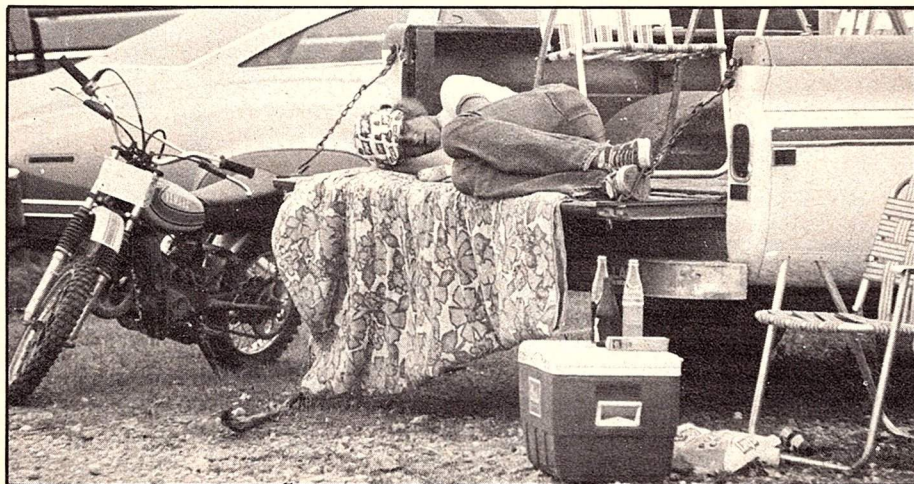


Roadside barbecue stands are part of the scenery at Texas races. You could have lubricated your chain with this guy's sausage.

service at the track (Harvey thinks of everything) was only a couple of hours away. Those who were signed up to ride the next day, (er, the same day — practice began at 8 a.m.) moaned and grabbed for the nearest sleeping bag.

On his way to the sunrise service, the Lord had to tiptoe among the empty beer cans. He responded by creating a giant thunderstorm that spread from just south of the track all the way down to San Antonio, splitting big live oaks with a single zap.

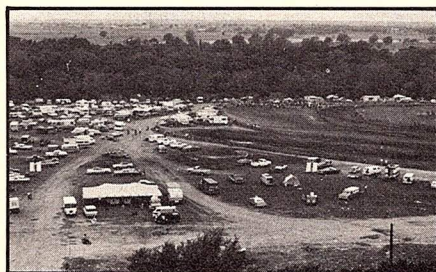
Just as Whitney had missed out on Willie but second best did just as well, so the races had no DiStefano, Stackable, Weinert, etc., but did as well anyway. Kent Howerton, Stevie Wise, Gary Jones and Ron Turner made the trip to Whitney (I would hesitate to call any of them second echelon riders, however) to





partake in the \$5000 orgy.

With 30 to 50 riders per moto, which the long, wide Whitney track is able to accommodate graciously, the action in all classes was superb. The Expert class matchups, in particular, were interesting because they allowed some very good non-pro riders to race with the professionals without having to go through the expense of getting an AMA pro license. Have you ever heard of Mel Newman of San Angelo, Texas, or Roger Brown of New Braunfels? Of course not, but they gave Honda factory rider Ron Turner and Kent Howerton, respectively, a lot of trouble.



So it went all afternoon, even when the storm edged close and muddied the track and laced the southern sky with lightning. They began to line up for the trophy presentation about the time a sleepy-eyed Wendell Atkins popped open his first Heineken's of the day over at the Redwood Lodge, probably vowing never again to mix motorcycles and music, the concoction that Harvey Evans perfected.

RESULTS

125 EXPERT

1 Ron Turner (1 1)	Hon	Santa Ana, CA
2 Mel Newman (3 2)	Suz	San Angelo, TX
3 Ricky Madole (2 5)	Hon	Shreveport, LA
4 Dicky Turnbo (4 4)	Yam	Killeen, TX
5 Louis Presley (10 3)	Suz	Benbrook, TX

250 EXPERT

1 Gary Jones (2 1)	Amex	Hacienda Hts., CA
2 Kent Howerton (1 2)	Hus	San Antonio, TX
3 Roger Brown (3 3)	CA	New Braunfels, TX
4 Ron Turner (4 5)	Suz	Santa Ana, CA
5 Darrell Hollingshead (6 6)	Hus	Dallas, TX

OPEN EXPERT

1 Keith Duffy (1 1)	CZ	Houston, TX
2 Wyman Priddy (2 4)	Bul	Ft. Worth, TX
3 Charles Cooper (5 3)	Pen	Stillwater, OK
4 Roger Brown (7 2)	Yam	New Braunfels, TX
5 Tim Riddle (4 6)	Hus	Ft. Worth, TX

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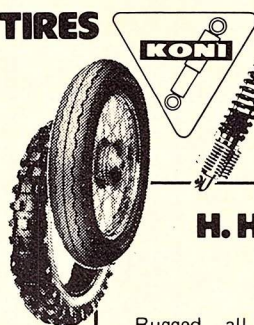
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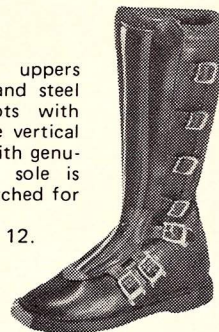
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510x16	\$3.46

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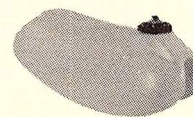
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SUZUKIS RMembered

Suzi Q. what's cookin' with you?



by Gunnar Lindstrom

Few dirt bikes have caught on as fast as have the Suzuki RMs. And no wonder. A bike that close with the factory racers and with an almost equivalent success record, is just bound to attract buyers from all ages and skills. Not only does the RM enjoy a very successful basic design, but its execution and detailing show that the finished product is no fluke, but rather the result of thorough teamwork between the R&D, test riders, and designers. It is now almost exactly one year since the introduction of the 250 and 370. We have been fortunate enough to have had in our possession and use one each of these bikes since that time.

It's been a great experience, and even if it hasn't been an absolutely trouble-free year, we certainly are very impressed and have learned a lot. It is now time to share these experiences with you, so that you can benefit from ours and avoid some of the mistakes that we have made. This information is guaranteed to save you both \$\$ and time as well as maybe a few good finishes.

If you have decided on a new RM, or maybe already have one, you know that there are no extra parts to buy, nor is there anything to modify. They are ready for combat the way they come. During break-in there are a couple of procedures that you should be aware of which are important to the trouble-free run-

ning of the bike in the months and years to come. Most of it is already mentioned in the owner's manual, but we will stress it once again.

First, the spokes will continue to come loose for some time, both front and rear. The trick here is to go at the spokes at every occasion, even after the shortest of rides in the beginning. The spokes will eventually settle down, but need to be tightened down very hard at all times to prevent breakage. The rims, especially up front, are soft and easy to ding. They are not as good as the 583 D.I.D used on some other brands. At the same time, the spoke pattern is only a two cross, quite unusual. Most bikes have three. (The actual number of crosses is sort of a

measurement of how the wheel is laced up and the way the forces are distributed from the rim to the hub.) But as far as the rear wheel is concerned this duplicates the factory bike's lacing. Same diameter spokes, same pattern and the same type of rear hub. (There is a magnesium hub available as an accessory from Suzuki, supposedly identical to the works item in all respects. It weighs 0.56 kg less but is even stronger than the stocker.) The only differences between Roger's wheels and the stock items on our bikes are the rims. Roger naturally uses a stronger rim than the Tagasako on the stock RMs. The theory about the rim is supported by the fact that after we replaced the front rim on one of our bikes the spoke problems have been almost nonexistent.

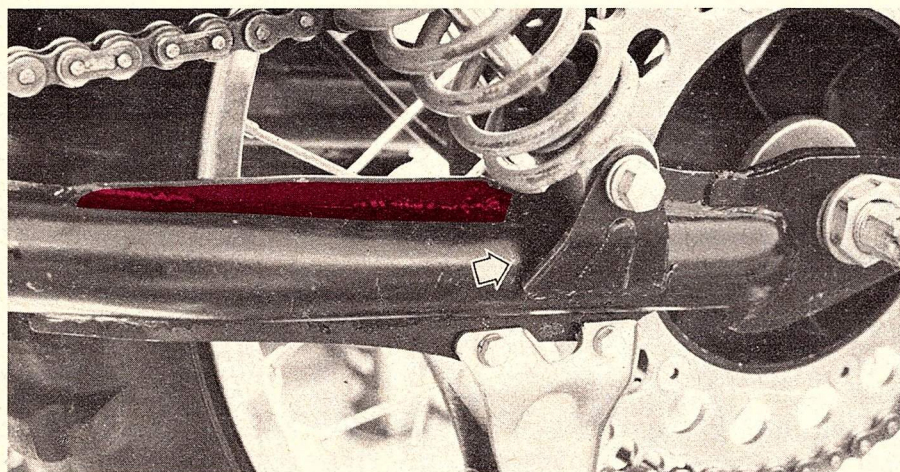
Whatever the case, keep the spokes very tight. Get a good nipple wrench and adjust the tension equally, by hitting each individual spoke with the wrench and listening to whether they all have the same tone to them. (Very much like

head on the bolt should only be used for holding it from turning while the tightening is being done from the other side. A long 12mm box wrench is absolutely necessary for this, and if you don't have one it pays to get one specifically for this purpose. If the bolts are allowed to work loose and the bike is still being ridden, the hub will be damaged and the flange for the sprocket may even break off. If not caught in time, the use of bigger diameter bolts is the only way to save the hub.

The chain adjusters are bolted to the swingarm with two large nuts. The nuts must be loosened every time the chain tension is adjusted. The problem is that the slots, cut in the spacers to keep them from turning, also fill the thread up with dirt, and the nut will be hard to turn and therefore won't hold the wheel as firmly to the swingarm. Make it a rule to unscrew the two nuts completely every time the wheel is off, and clean the threads with a wire brush. Reinstall the nut, but don't overtighten it. It is fairly soft

recall of many forks during the month of May, '76. Too much preload on some bikes had damaged an aluminum part inside the forks and could make them malfunction. This part is now made of steel. We recommend a stiffer set of fork springs, either the stock Suzuki accessory springs or similar items from Terrycable, Al Baker or the Moto X Fox.

With all the travel the forks have, the dampening is pretty heavy, and in order to make the forks move easily and to absorb on impact, thin oil in the forks is called for. We have found that the trick to make the forks work is five-weight oil, the regular volume. As a matter of fact the five-weight oil and the stiffer springs are the real key to making the front end work just super. There are some fork kits available for the RMs. The people mentioned above who sell the springs are also selling fork kits. We have tested some but not all of them, and recommend that you ride the bike with the oil and the spring change first — you will not



Some early swingarms can crack at the arrow. A gusset as shown corrects the situation. Current production models have the stock gusset lengthened 50mm.

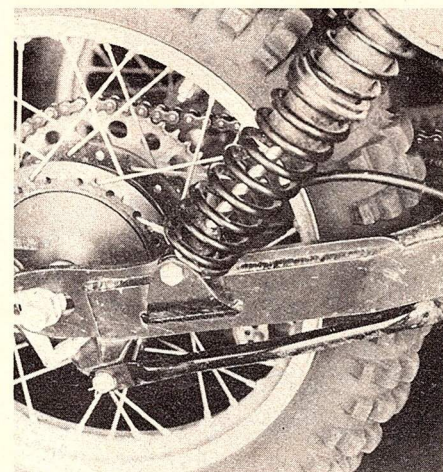
tuning a guitar if all the strings were the same and were being tuned to the same tone.) This is a better method than just tightening the nipples with the same torque, because corrosion will make some nipples much harder to turn than others, even after a short time.

A few more notes while we are at the wheels. The six bolts for the rear sprocket have a tendency to come loose in the beginning. Make sure that both sprocket, hub and bolt are clean and then tighten them. Hard. And again hard. The 5mm Allen

and can strip its threads.

The rear axle can sometimes be difficult to remove. It turns out that the metal dust cover outside the rear brake plate is very soft and jams the axle after a while. A round file corrects it in a few minutes.

The next task, after you have gotten the wheels taken care of, is to sort out the suspension. It comes fairly soft, especially up front. The problem is that the front spring can only be preloaded 10mm (1/2-inch) before coilbinding and becoming "solid." Don't ever preload the stock front spring more, because should coilbinding occur, there might be damage done to the dampening rod, or you might even bend the front axle. The coilbind is what caused the



Aluminum swingarm looks trick, but will not make you go any faster, nor could we detect any difference in the stability of the bike.

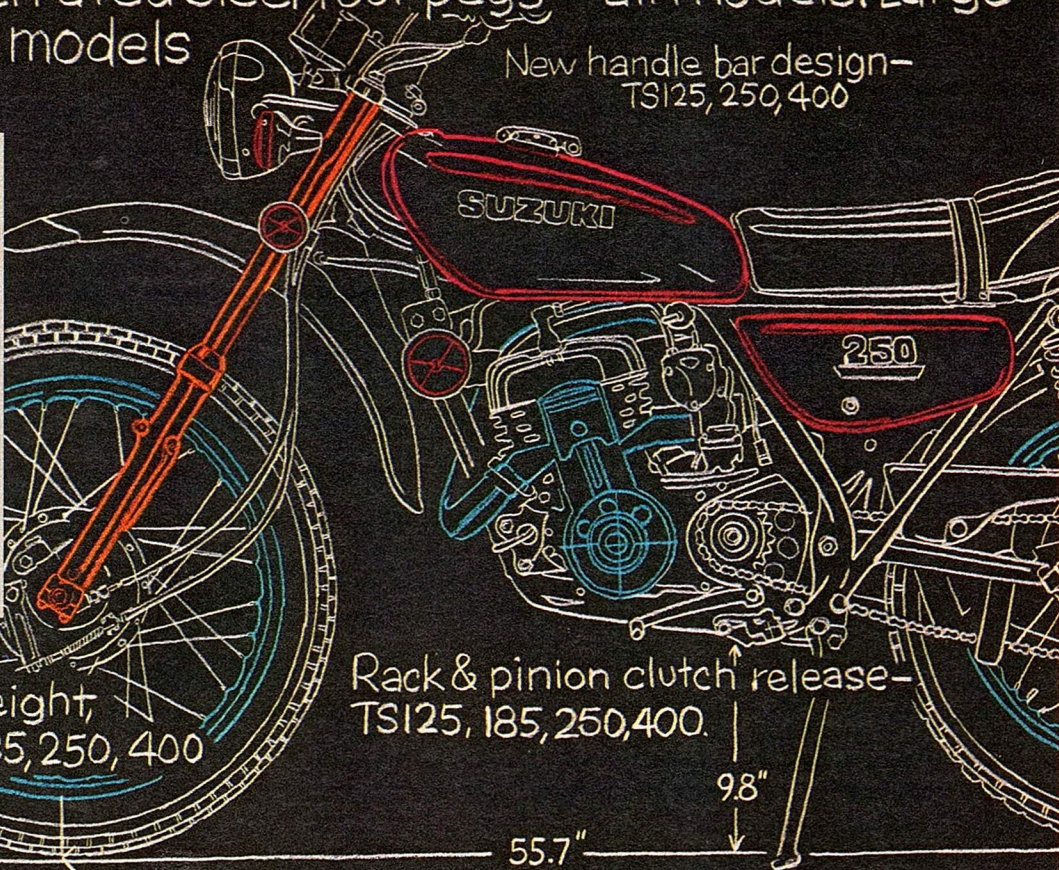
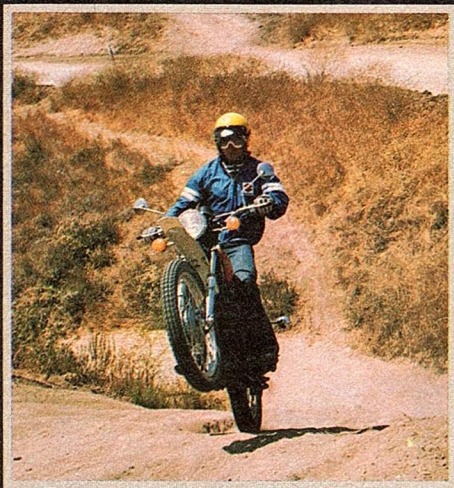
want anything changed up front.

There is a set of remote reservoir shocks available from the Suzuki accessory department. We have compared them both on a bike and on a shock dyno. First, they have exactly the same travel. Secondly, the remote version is heavier because the floating seal is moved outside the main body, and therefore the oil volume is increased. There is 40-percent more oil in the remote unit and it therefore runs cooler. Kayaba estimates that the heat buildup is 20-percent less. That

Continued on page 67

If your Saturday morning get a bike designed to

THE NEW SUZUKI ENDUROS: New styling. Improved handling. Added power. Duckbill front fenders, black headlamps, large dia. turn signals, soft quilted seats, black engines, serrated steel foot pegs—all models. Large dia. front forks, all models except TS75.



Alum. rims for less weight, quick response—TS185, 250, 400



TS75 COLT



TS100 HONCHO



TS125 DUSTER



TS185 SIERRA



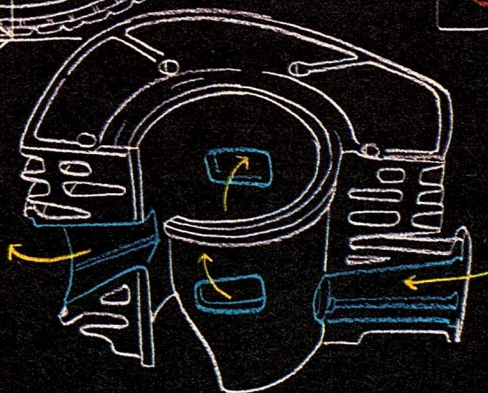
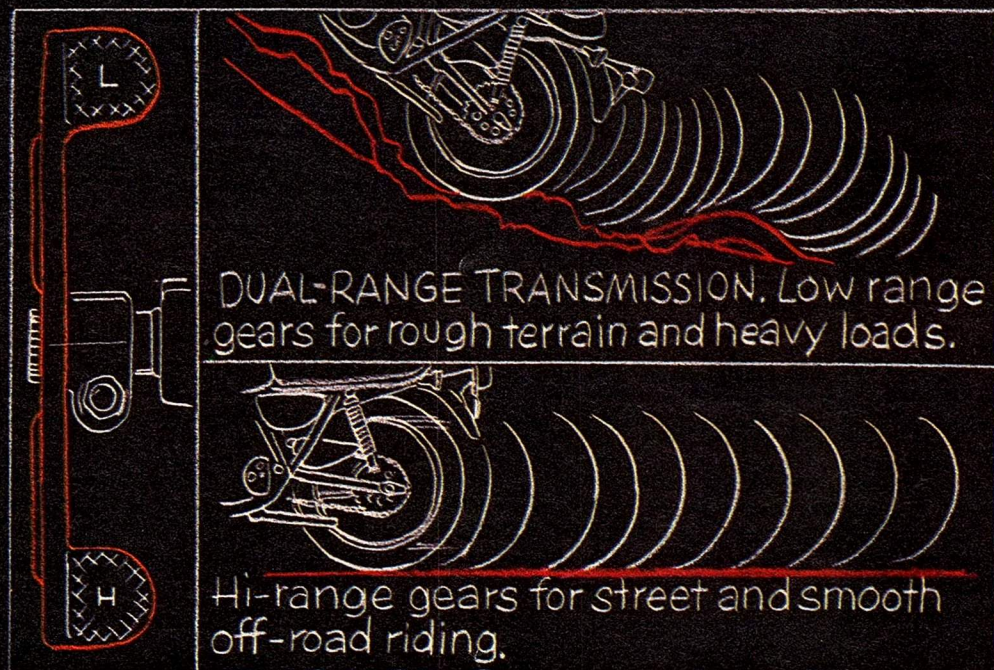
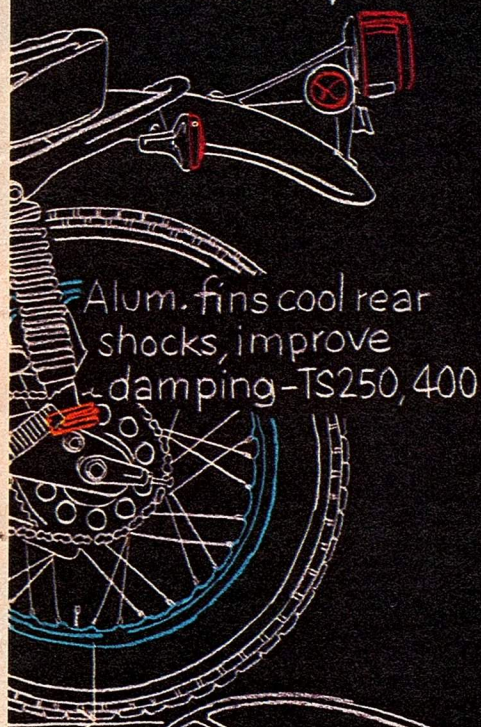
TS250 SAVAGE



TS400 APACHE

rides turn into all day hikes,
be more trouble-free.

THE NEW SUZUKI TRAIL BIKES: Great new styling features like enduros. All TCs have dual-range transmissions and new large dia. front forks. TC125 has new wide handle bars, rack and pinion clutch release. 4-port scavenging engine, high perf. carb. TC185 has new wide handle bars, electronic starting.



4-PORT SCAVENGING. New 4-port scavenging engine and hi-perf. carb.-better combustion, more power, TS125, 185, 250 & TC125.



TC100 BLAZER



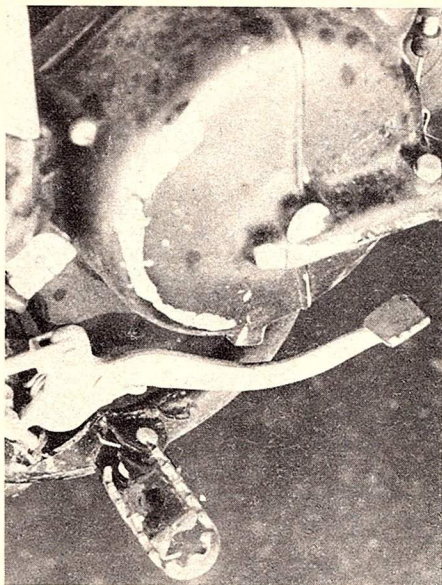
TC125 PROSPECTOR



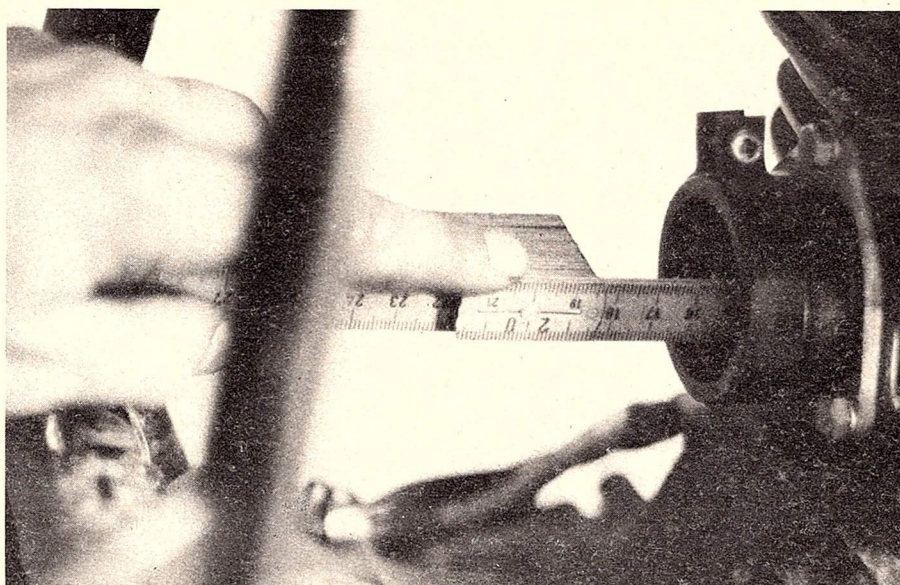
TC185 RANGER

FORGET YOUR TROUBLES. GET ON SUZUKI.





Early brake pedal can easily be caught in a berm. New model tucks in very close to the side cover.



When the cylinder is installed on the 250 a ruler or any other piece of wood is needed to keep the piston rings from getting caught in the intake port before the cylinder is down all the way.

SUZUKI *Continued from page 63*

means the dampening remains very consistent even after long hard use. The rate has therefore been decreased some 20 percent. This was not very evident on our dyno chart at first, but it is clearly indicated that the rebound dampening is less than on the stockers. The thought here is obviously that both of them shall perform equally when they have reached running temperature, since the stock unit fades more. Still, the remote version is recommended in races longer than 30 to 40 minutes. Unless you are engaged in very long races we see no reason to go ahead and get the auxiliary units before the stock units are worn out, which, according to our experience, takes about 50 hours of riding. After that it's time to decide whether you want to go with the reservoir-type Kayabas, another stock pair, or any of the other accessory brands available. We sure wish we'd had a chance to try them all. Those that we have tried were no improvement over the stockers. If you do choose another brand, get something that is proven to work on the Suzooks.

We talked about keeping the sprocket bolts tight. The same goes for the motor mounts. If they are allowed to work loose the holes will become oval and be a source of future trouble. Later bikes have the top rear bolt size increased from 8mm to 10mm. Still, the trick is to keep the bolt very tight. The stock bolt is expensive (\$8 with nut) and of very good quality, so don't be afraid

to "go for it" with the socket. Do not substitute with a cheaper bolt.

The gas tank is held down by two rubber straps. Make sure that the rubber pads it rests on are properly located so that the tank rests on their entire surface. Some early gas tanks have developed small cracks on top in front of the gas cap, a problem that has later been corrected, partly by moving the gas cap hole to the side of the tank.

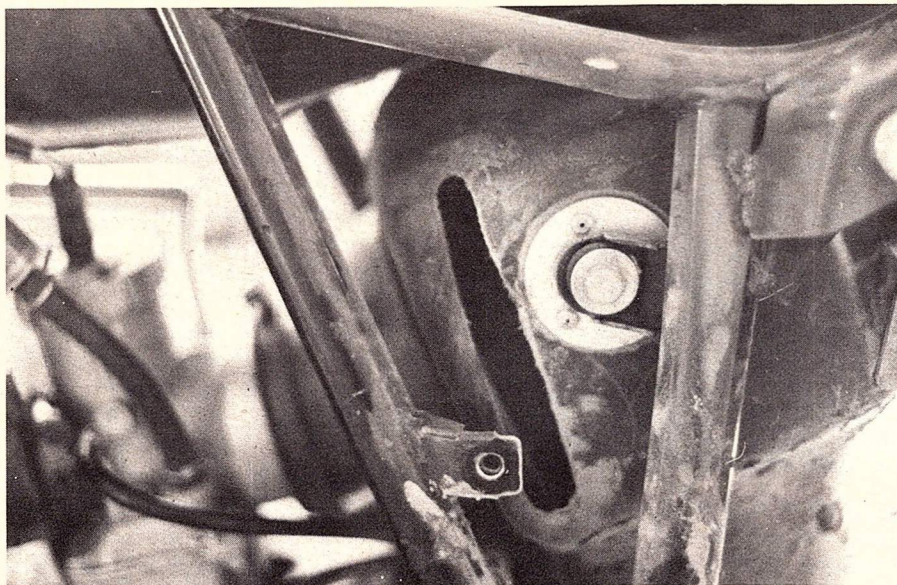
When washing the bike at the regular car wash don't spray water with the high-pressure line into the swingarm bearings. Make sure, by taking the swingarm off regularly, that the needle bearings are full with grease.

A detail on the RMs that requires some extra patience to get right every time is the air cleaner arrangement. This has also been modified during the past year, making it easier to service. Some slots cut in the air box will help you to visually check the sealing surface between the filter element and the air box. Cover the slots with duct tape in wet weather. Suzuki realized the problems that some riders were having and updated all early bikes to the later version free of charge. The updated kit consisted of both a new filter element and a throttle slide, as well as a new throttle cable and part of the twist grip. Both Phase Two and K&N, however, put out elements that also work very well.

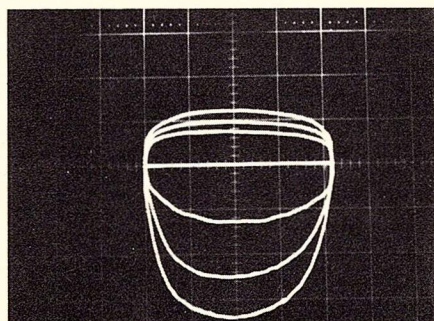
Finally, an additional tip. When you remove a filter element that is very dirty, it's easy to get some of the crud trapped on the screen inside the air cleaner and its mouth. It cannot be removed with a rag or brush, so we usually remove the rubber boot between the carb and air box and its bottom plug, and then pour solvent or pre-mix through the top of the air box, over the screen and the sealing service, to flush it clean. Messy but effective. Clean the air boot separately and reinstall.

Our 250 actually had filter sealing problems (using the old setup) and the engine ate a considerable amount of dirt while Gunnar was Support Classing it at Livermore. It ruined the first oversize bore that had just been installed. For a while Suzuki did not have a second oversize piston, so at the time it was a matter of either trying to find another larger piston or getting a new cylinder. We tried the Wiseco FMX piston but had very little luck. Despite more clearance than called for, proper break-in and rich jetting, we had seizure problems even during the break-in period. Inspection revealed that the "grind" is not the correct one, which means that the piston simply expands too much in some areas. In this case it was on the intake side.

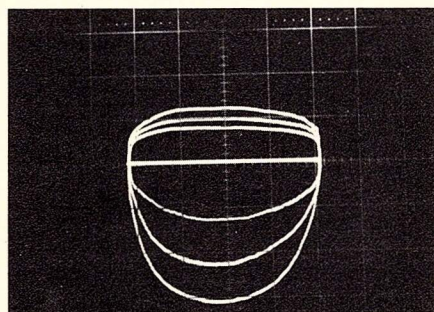
On the 370, however, we have another kind of problem. After ten hours of running plus 12 races it suddenly started to come out of third gear. A teardown revealed worn engagement dogs. Now the fun started. The trans was assembled according to the illustration on the microfilm card at the closest Suzuki



A slot in the air box helps you check the seal of the air filter element.



STOCK



REMOTE

The picture of the traces on the scope at 1, 2 and 3 Hertz shows that the stock shocks are very close to the remote version. The only visual difference is that the remote shows slightly less dampening on the return stroke at 2 and 3 Hertz (strokes per second). The stroke is 40mm.

dealer, but still it didn't work quite right. After the second or third tear-down, help was requested from the Suzuki Service Department. Turned out that the illustration wasn't quite correct — a washer was misplaced and hence the problems. Again this has been corrected by Suzuki, and all dealer microfilm cards dated June '76 and later show the correct location of all the parts.

The rear brake cable can be a source of trouble if it isn't removed, cleaned and lubed at least once a month. Suzuki recommends frequent replacements of this item.

The front brake cable guide rollers wear quite fast. The only remedy here is to replace them. Look for a permanent solution here from Al Baker soon.

The seat has been changed on the newer models. It is now a plastic base. The early steel base had two problems. It could crack, and the plastic trim that runs along the sharp bottom edge of the seat base to protect the cover from being cut tends to work loose and move up into the seat. This leaves the cover unprotected. The trick here is to carefully remove the cover, one section at a time, and glue the trim back on with a good cement like 3M or something equal. Keep an eye at the spot-welds at both the front and the rear mounting tabs.

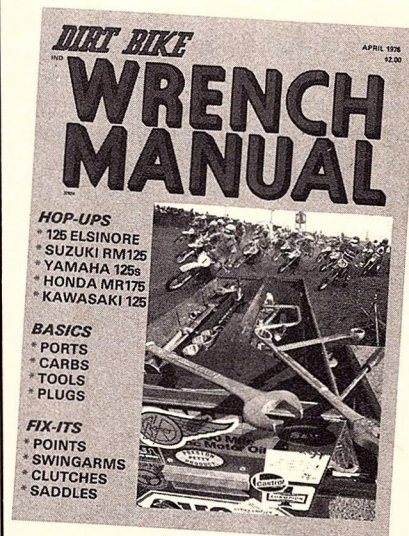
The bolt holding the brake stay to the swingarm is a shoulder bolt, which means that when it's tight the arm is still loose. The bolt itself is quite soft, so it wears and can cause the rear brake to shatter. It can be replaced with a regular bolt and locknut that is tightened up solid.

Finally, if your engine develops a rattle at low r's and sounds like it would like to fall out of the frame, check the nut on the primary drive gear under the trans cover.

Suzuki is constantly updating the RMs and there is a whole long list of small changes that have already taken place but which we have no room for here. We have just tried to mention the most important ones. ⚙

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WITH UNDAMPENED ENTHUSIASM...

A LOOK AT A SLICK STACK OF SHOCKS

by Gunnar Lindstrom and George Wegner

Not counting the OEM (original equipment manufacture) shock absorbers, you can see from this story that there are a large number of aftermarket shocks available for you and me to buy. That is, should we decide that the stock units are no longer adequate or in shape. Suspension is the key to making a bike perform and ride comfortably

over your chosen terrain. Development in shocks is going on like wildfire, and will most certainly keep on doing so for some time to come. We have done our best to collect this material for you and to keep it up to date by contacting the various distributors or manufacturers to get the most recent information. But some brands may

even have changed their specs before you read this, because things are happening so fast. If so, we apologize for giving you the wrong information. Since we cannot wait for everybody to finish development, we felt that a line had to be drawn somewhere and the facts, as they are right now, reported direct to you so that you can get an idea of what's available.

With development being this rapid it is no wonder that a bike, sold only a year ago, already might have the need for new suspension components. Also, factories have a certain budget limiting them when designing a new product, and shocks are one of the easiest things to cut down on. Many seem to think that most customers won't know the difference anyway.

This article is not a test. For a number of reasons we have realized that testing shocks is something that is almost impossible to do in a fair and square way. The more you

Who's Usin' What's What?

There are about as many brands of bikes as there are shocks, and for reasons that we have explained earlier it is impossible for anyone to name a shock absorber as the best buy, or as being best overall. Therefore, we have observed and talked to the various racing teams and other hot riders of the major brands to get their opinion and to check what they are using, in order to give you an idea of what's going on. Bear in mind, now, that these are all expert riders and they might have different needs than the rest of us, but it is the only way, in our opinion, to get an idea of what's hot and what is not. At the same time the development is moving ahead rapidly, and with magazine lead-time being what it is, something entirely new might have come up between the time we write this and the time you read it. Keep your eyes open. Here's the list in alphabetical order:

Bultaco: The pre-'76 models have been using both the stock Telescos and Bilsteins. The Telescos are not bad units but we have been told that the trick is to replace the fluid in them, when they are new, with Bel Ray LT 100. As for the

Bilsteins, they require that both the top and bottom frame mounts be moved up (quite a project) because the actual shock travel is only 3.5 inches and the wheel ratio has to be increased to retain the rear wheel travel. The new '76s use a system that can be adapted onto the older bikes (laydown with longer shocks). The only problem (see our test of the 370 Pursang, this issue) is that we felt that the dampening is on the heavy side. As of this writing there are a couple of shops in the area that work on the internal valving of the Betors. We also know of customers who have ordered either Curnutts or Works Performance shocks and lived happily ever after. We are sure that most Bultaco dealers will have a solution by the time you read this.

Can Am still has not made up its mind. The laydown setup, used by Ellis and crew, should have been in production a long time ago. A proper laydown job is the way to go on stock bikes. As for the shocks, we have seen both Girlings, S&Ws and Curnutts. Jimmy Ellis has been favoring the S&W for a long time, but the last time we saw him he was testing Curnutts and seemed to be very happy with the results.

CZ has been somewhat out of

the picture lately, but there are still a lot of bikes running and doing very well. CZs are said to be indestructible. The rear suspension is basically the key to keep the CZs competitive. The laydown jobs we have seen have been very satisfactory performance-wise, and there seem to be Girlings on most of them, but Fox Shox and S&Ws are also successful. The factory bikes use a laid-down version of the air shocks, where the shock is longer than the regular units. A laydown using the regular stock air shock works quite well, but is kind of limited in travel still.

Honda: There are two ways of modifying the rear of the Hondas. The first is a laydown job using basically Girlings, and the second is to install slightly longer S&Ws. The first system is the most widely used and successful on the early CR125s and the latter the most used on the CR250. The Honda factory team worked very closely with the engineers at S&W for a long time, and used S&Ws basically during all of '75, but this year the team has been using Showas from Japan of a very special kind.

Husqvarna is the factory that initiated the work on the gas Girlings, and they have been very successful units. Some of the stock

know about it the more you will realize how little you know. Therefore, there are no winners in this article. Just valuable info if you want to find a shock for your bike.

At the same time it would also be a waste to put them all on a shock dyno. Even if that would show the differences between the individual shocks we couldn't proclaim a winner because almost no one knows what to exactly look for. There are also about as many applications as there are brands, and as many different opinions as there are riders, so you will have to understand that even if we wanted to, we couldn't really tell you what to buy. That's why we have included the part about what the major race teams use to aid you in your decision.

The more laid down or forward mounted a shock is, the more travel the rear wheel can have while the shock still compresses over the same distance. The relationship between wheel travel and shock travel is often

called wheel rate. A wheel rate of 2.0 would thus mean that if the wheel moved 2mm, the shock would move 1mm. The higher the wheel rate the more stress put on the shock and the harder the dampening and the spring need to be. Therefore the dampening and the spring have to be selected not only for your weight and riding style but also for your wheel rate. This is the reason why we suggest that you stay with a proven and tried system, and, if you modify an older bike, that you modify it so that it uses the same angles and travel as a proven bike or a modification that has been tried for a long time. Don't try to go off and experiment on your own unless you really know what you're doing. Remember that the extra travel is to be had from letting the rear wheel travel farther into the frame when it compresses. Consequently the rear frame section may need to be modified also. Just bolting on longer shocks would raise the rear end and

alter the handling and perhaps make the bike difficult to ride.

Some shocks are rebuildable and some are not. A complete rebuild should normally be done by an experienced person, and sometimes the difference between a total rebuild and a new pair is not that great after all the expenses are considered.

WHAT'S INSIDE

All shock absorbers consist basically of the same type of parts, seals, etc. There are, however, two different types. One is twin-tube and the other mono-tube. In a twin-tube shock absorber the piston runs in a cylinder within the cylinder and the oil is circulated between the two (see illustration), but in the mono-tube the piston runs directly inside the outer cylinder wall. The mono-tube has better heat dissipation, more robust valving and simpler construction.

Text continued on page 86

shocks had a little more fading than desired, so for the middle of '76 they have introduced a new version which includes a piston ring on the piston to keep the dampening constant. The works riders in the U.S. have used Fox Shox for some time, and lately both Lackey and Howerton have been using the Fox dual chamber air shocks with great success. As a matter of fact, Brad Lackey has done quite a lot of test riding on the Fox Shox during the off-season.

Kawasaki is another factory which is using Kayabas on both their production bikes and for the racing team, although they are at this time also working with S&W on a different unit than what is for sale.

Maico: The '74 and '75 models of the Maicos, with the moved-up shocks, used standard Konis that were quite easy to fade out of dampening. The GP version of the Konis lasted somewhat longer but it was not until the introduction of the AW replicas that the mighty M's got a rear end that worked as well as the competition had been developing in the meantime. The gas Girlings that come stock work just fine. The factory riders in Europe are using a new gas shock from Koni which is not for sale in the States yet, while Gaylon Mosier,

the lone U.S. factory rider, preferred S&W the last time we saw him on this side of the Rockies. We have also talked to quite a few riders who were using the Fox dual Airshox and who were very satisfied.

Montesa: Of the few new Montesas that there are around, almost every single one of them that we have seen has had different shocks on it. The U.S. distributor has worked with Boge/Mulholland and come up with some units that are quite promising, and they are going to offer them as an accessory item for their bikes.

Ossa: Our Ossa update story in the June issue by Russ Darnell listed shocks by Curnutt and The Fox as very good substitutes for the stockers. Kenny Zahrt, the only sponsored rider on a national level, was using the "regular" Fox gas Shox for the 250 Nationals this year.

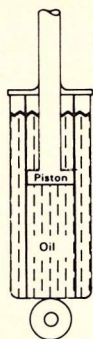
Penton-KTM: The new '76s are so new that hardly anybody in this country has had time to sort them out completely. After our test of the 125 the conclusion was that the Marzocchi shocks were very adequate. Bikes sold during the second half of '76 will have a new and improved version of the same shock, that features more oil volume and bigger diameter shaft. The very

serious Six Days riders use Konis for the simple reason that they can be rebuilt by the rider during the event, should they fail or be damaged in an accident. Willi Bauer is currently using new prototype Bilsteins on his works KTM in Europe.

Suzukis have the reputation right now for working just super out of the crate, but they also sell the "reservoir" version of the same shock that "lasts longer." (See more in the shock absorber story in this issue.) There are now shocks from the Moto X Fox, Works Performance, Red Wing and S&W available, but all the top riders we have seen have been happy with the stock (reservoir) setup.

Yamaha is the last bike we mention. Not only is Y next to Z, but the Yamaha monoshock cannot successfully be replaced with any other shock as far as we know. There are some local shops doing mods to the monoshock units, and a few of them are very successful. They lengthen the stroke and personalize the ride for every individual. Orange County Cycle (near Los Angeles) was one of the first in this business and they are still going strong, but there are many across the country now attempting to do the same thing. Contact your dealer for more info.

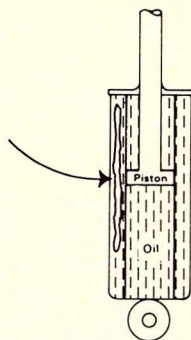
1



Twin-tube design with air pocket to give room for shaft.

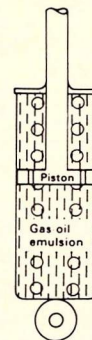
2

Air or gas in plastic bladder.



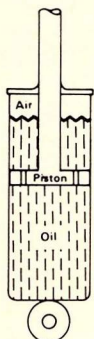
Twin-tube but with air-gas bag installed between the two cylinders to accept the room needed for the shaft.

3



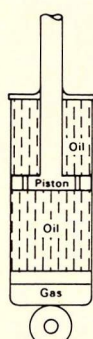
Mono-tube with gas oil mixture (emulsion).

4



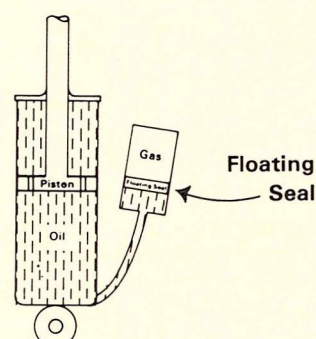
Same as number three, but the air-oil has separated after the shock has been left unused for some time. (A few minutes of riding will mix the air and oil back again.)

5



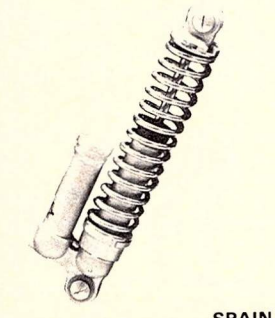
Mono-tube with floating seal separating the gas and the oil.

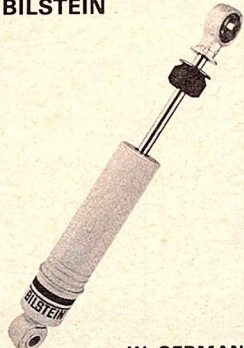
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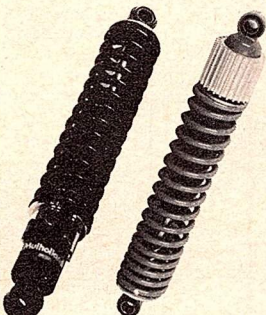


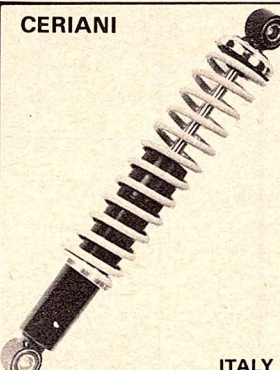
Mono-tube with remote reservoir for the floating seal. Note that the shock with the seal inside the main body has to be longer to achieve the same travel.

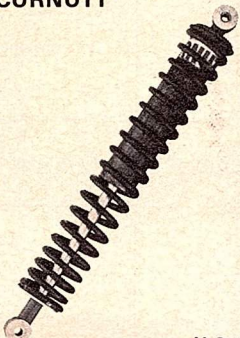
 U.S.A.	Type of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inches)	Preferred Mounting Position
	All Dirt	Gas, single wall	4.25" to 6.50"	Changes through stroke	Suzuki RM 250-370 springs or accessory	Laydown
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	Yes \$7.90 per pair	90-day unconditional	\$106.90 to \$114.90 depending on springs	Dealer or direct	12.0", 12.5" 13.0", 13.5" 14.0", 14.5" 15.5", 17.0"	Arnaco Inc. 13431 Saticoy N. Hollywood, CA 91605

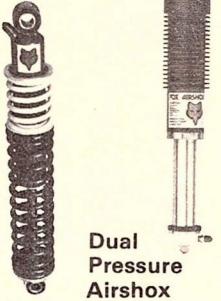
 SPAIN	Type of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inch)	Preferred Mounting Position
	All Dirt	Gas, single wall	4.25" to 6.0 + "	One stock, adjustable through oil viscosity changes	140 straight, 97/206, 78/180 dual springs	Any
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	Yes \$50.00 per pair including shafts, pistons, seals, O-rings	None	\$125.00 inc. springs	Dealer only	13.0"	

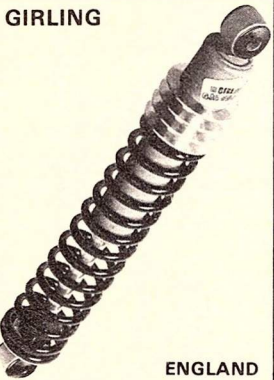
 BILSTEIN W. GERMANY	Type of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inch)	Preferred Mounting Position
	All dirt	Gas, single wall	2¾" - 3.5" depending on length of shock	3 Rates	50 through 150	Any
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
No	Lifetime guarantee for street use against defects in material and workmanship.	\$88.00 without springs	Dealer only	12.0", 13.0" 13.5", 14.0" 14.5", 15.0" 16.0", 18.0"	Bilstein comes with one ball swivel (heim joint) at the shaft end.	

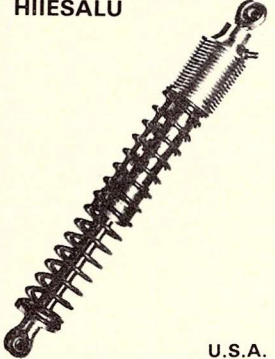
		Type of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inch)	Preferred Mounting Position
 BOGE/MULHOLLAND Std. Ltg. MEXICO	All dirt	Both dual wall, LTG has Genetron gas bladder	Std: 4.5" LTG: 5.0"	Soft Firm Hard	Std. 50, 60, 78, 90, 100 110, 120, 135, 150 60/90, 80/100, 90/120 LTG 72, 80, 100, 112, 121, 130 78/106, 85/115, 94/138, 97/154	Std: shaft up LTG: any	
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments	
	Yes \$10.00 per pair	Obvious defects only. Not in writing	Std. \$73.90 to \$76.90 LTG: \$109.90 \$117.90	Dealer only	10.75", 11.75" 12.25", 13.0" 13.50", 14.0"		

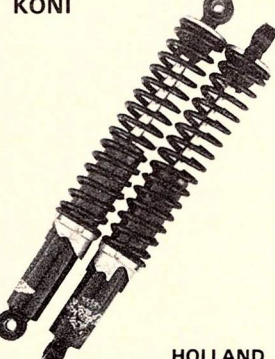
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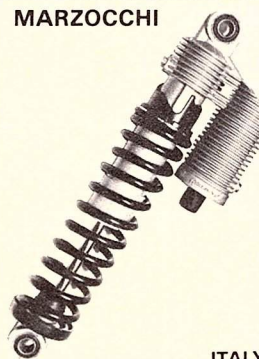
 CURNUTT U.S.A.	Type Of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inch)	Preferred Mounting Position
	Gas: MX only Std. Oil: all dirt	Gas and Std. Oil, single wall	4.8" to 5.5"	Gas: infinitely variable throughout stroke Std. Oil: will build to suit	50/70, 60/90 70/120	Gas: laydown Std. Oil: any
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
Yes \$3.00	30-day satisfaction guarantee, 6 months against leakage	\$84.50 without springs	Dealer or direct	Gas: 13-7/8" to 15-7/8" In 1/2" increments 15-7/8" to 17-7/8" With Spacer Std. Oil: 11-7/8" to 13-7/8"	Charles Curnutt 75992 Baseline Twenty Nine Palms, CA 92277	

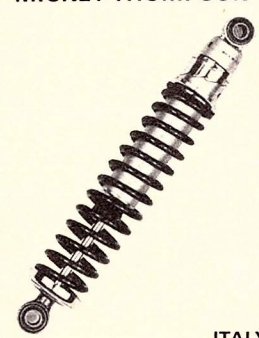
FOX Shox  Dual Pressure Airshox U.S.A.	Type Of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inch)	Preferred Mounting Position
	MX	Air/oil or gas, single wall	4" to 4-5/8"	Adjustable, 8 jets for Fox Shox, infinitely adjustable for Airshox	70 through 135 for Fox Shox. No springs used on Airshox.	Any
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	Yes \$20.00	Obvious defects	Shox: \$118.95 w/springs Airshox: \$239.50	Dealer or direct	Shox: 12", 12 1/2", 13", 13 1/2", 14 1/4", 15 1/2" Airshox: 13", 13 1/2", 14 1/4", 15 1/2"	The Fox single chamber air shock will be superseded by the dual chamber model in Aug. of '76. The Moto X Fox 520 McGlincey Lane, Campbell, CA 95008

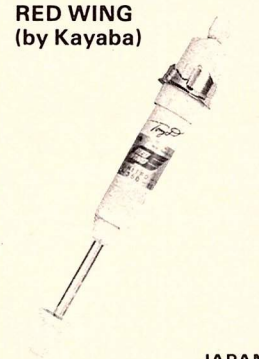
GIRLING  ENGLAND	Type Of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inches)	Preferred Mounting Position
	All dirt	Gas, single wall (emulsion type)	11.9" is 90mm, 12.9" is 105mm, 13.5 is 115mm	Soft Medium Hard	75 to 135 (5 Rates)	Laydown or forward mount
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	No	Obvious defects	\$78.75 to \$89.80 depending on springs	Dealer only	11.9", 12.9", 13.5"	Not even the distributor has been able to say whether the Husqvarna Girling is identical to either of these Girlings.

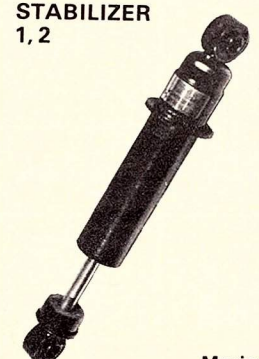
HIIESALU  U.S.A.	Type Of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inches)	Preferred Mounting Position
	All dirt	Gas, dual wall	5 1/4" to 5 1/2"	Changes through stroke	80, 95, 100	Any
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	Yes \$6.00	30-day money-back satisfaction guarantee, 6 months on performance	\$115.00 with springs	Hiiesalu Mfg. Co. 322 N. Lima St. Burbank, Cal. 91505	13.0", 13.5", 14.0", 14.5", 15.0", 15.5"	Dampening controlled by needle 2 pre-tapered and 2 blanks included with instructions

KONI  HOLLAND	Type Of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inch)	Preferred Mounting Position
	Street, dirt, road racing, Bonneville	Conventional air over oil type, dual wall	3.0" to 5.0"	6 rates, adjustable without tools	N/A Many	Conventional
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	Yes	One year excluding racing	GP's: \$126.00 with springs	Dealer only	Std: 11.9", 12.5", 12.9", 13.4" GP's: 12.0", 12.9", 13.5"	

 MARZOCCHI ITALY	Type of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inches)	Preferred Mounting Position
	All dirt	Gas (air), single wall	N/A	4 rates: F1 (Soft), F2, F3, F4	75-150 and 130-150 (Std.)	Any
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	Yes \$15.00	Obvious defects	\$89.00 with spring	Dealer only	315mm, 330mm, 345mm, 360mm	

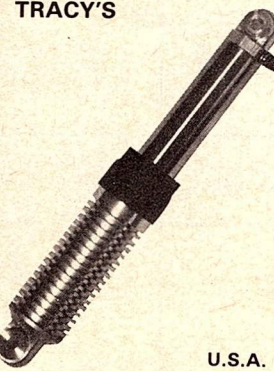
 MICKEY THOMPSON ITALY	Type of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inch)	Preferred Mounting Position
	All dirt	Gas, single wall	3.34" to 6.25"	4 rebound rates	85 now available, more later	Any
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	No	Obvious defects	\$108.00 to \$116.00 with springs	Dealer only	12.0", 12.5", 13.0", 13.5", 14.0", 15.0", 15.5", 16.0", 17.25"	

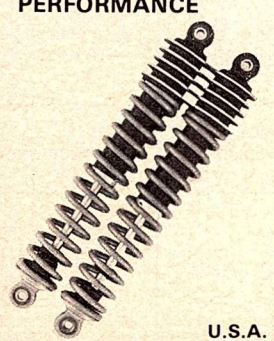
 RED WING (by Kayaba) JAPAN	Type of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inch)	Preferred Mounting Position
	All dirt	Gas, single wall also: two std. dual wall types available	3.15", 3.54", 3.74", 4.00", 4.13"	Soft Medium Hard	70/130, 90/160, 100/175, 115/210	Gas shock: any Others: conventional
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	Gas: no Others: yes	90 days obvious defects	\$64.95-89.95 with springs	Dealer only	13", 13 3/4", 14 1/4"	

 STABILIZER 1, 2 Mexico	Type of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inches)	Preferred Mounting Position
	Dirt, street, etc.	Conventional air over oil type, dual wall	4-3/8"	1 rate	50 to 130 straight wound 60/90, 90/120 progressive	Shaft up. Not recommended for laydown
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	1: No, 2: Yes \$18.00 includes all moving parts & seals	6-month unconditional	\$64.00 with springs	Dealer only	10 3/4" to 13.5"	

 S & W U.S.A.	Type of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inches)	Preferred Mounting Position
	All dirt	Gas (Freon cell), dual wall	3.74" to 5.90"		60, 65, 70, 75, 80, 90, 100, 110, 120 dual rate 70/100, 85/115, 95/125	Any
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	No	1-year unconditional	\$86.00 with springs	Dealer only	12.5", 13.0", 13.5", 14.0", 14.5", 15.0", 15.5", 16.0", 16.5"	

 TELESCO SPAIN	Type of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inch)	Preferred Mounting Position
	All dirt	Conventional air over oil type dual wall	3-7/8" to 4-1/8"	1 rate	N/A	Shaft up
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	Yes \$22.00 includes top nuts, seals, O-rings, shafts	60 days as original equipment	\$44.00 without springs	Dealer only	11.0", 11.4", 11.9", 12.4", 12.9", 13.2", 13.4"	

 TRACY'S U.S.A.	Type of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inch)	Preferred Mounting Position
	All dirt	Air/oil	4.00", 4.5", 5.0"	1 rate	No springs	Shaft up, laydown
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	Yes \$10.00 seals, O-rings. \$30.00 total rebuild	Obvious defects	\$150.00	Direct	13.0", 13.5", 14.0", 14.5", others on request	Made basically for Husqvarna, but Tracy's can supply different length on request. Tracy's, 515 S. Victory Blvd., Burbank, CA 91502.

 WORKS PERFORMANCE U.S.A.	Type of Use	Type Of Shock	Travel	Dampening Rates Available	Spring Rates Available (lbs/inches)	Preferred Mounting Position
	All dirt	Conventional air/oil (emulsion) single tube	4.5" to 6.0"	Will build to suit	60, 100, 110	Any
	Rebuildable? Cost	Warranty	Price per pair	Sold Through	Sizes Available	Comments
	Yes \$5.95	3-month unconditional	\$114.50 with springs	Direct or some dealers	12.75", 13.75", 14.25", 14.75", 15.25", 15.75"	W.P. will adjust the shocks to suit your needs with out additional charge. Works Performance Prod. 20970 Knapp St Chatsworth, CA 91311

BASIC CHEMICALS

by George Wegner



Things that go psssst in the night — or anytime

Close to half of the things that you own are machines, varying from the simplicity of a screwdriver to the complexity of a modern motocrosser. In the case of the latter, especially, longer machine life can be obtained by keeping the whizzers clean and well lubricated.

That's where chemicals come in. There are an incredible number of products available that do what they were designed to do very well: That is, prevent moisture from rusting, smog from rotting, mechanisms from sticking, moving parts from wearing due to friction, and noise from killing. A healthy and well lubricated machine can help you win. Inside your engine you use oils, with a variety of good products to choose from, such as Klotz, Molly Blue and Hi-Point. But what about the rest of the bike? There are some top products for the other problem areas, too.

Whatever these items cost, it's a small price to pay so that you can merely, psssst, push a button, and have a fine lubricant rushing, penetrating to the very points of wear, or cutting through oil and grime to lift them from the very metallic surfaces which they cling to. Amazing, and just for pennies!

We had better start with washing. First of all, don't do it unless you have to. If you've been to a primo course and only have a bit of the good stuff clinging to your tires, don't hose it. Why subject the bike to unnecessary moisture? If you're going to work on the machine,

however, that's another story.

If your scooter is a filthy, oil-soaked disgrace, try Lakewood — or whoever's — degreaser, mud release or you-name-it on your bike before you wash it. Some guys even use (Arggh!) oven cleaner. That's a no-no.

For cables there's nothing like Dri-Slide. Drop some on the end of your cable wire, and it'll quickly run down around the strands all the way to the other end. Then, you've got molybdenum disulfide covering everything and the carrier evaporates. Dynamite! Molybdenum disulfide is good stuff.

Then there's ol' plug and contact cleaner. It's always good for removing water, oil and grunge from your electrics. It will even, sometimes, coax an oil-fouled sparky back into service.

How many of you have ever used Screw-Off? Just the thing for pulling grimy nuts and bolts apart. Makes the nuts slide off almost by themselves. Well, almost. It's from Lakewood.

That's most of them. Sure, there are lots more. There's a Teflon spray, pure moly, plastic coatings for electricals, but we've just named the ones we use. Not to say that others aren't as good, only that these were around and we *know* that they work well.

Strange fact but true. Many manufacturers sell many different products, labeled for different uses, that are actually all the same juice. Use what you trust, or what works

for you. It's a lot like religion.

Don't forget that these same chemicals can be used on all of your machines. Well, almost all. Chet melted the plastic on his turntable and tape deck with the wrong stuff, so read the directions.

Buy 'em, use 'em. Psssssst.

- 1 Target Products
2724 West Main St.
Alhambra, California 91801
- 2 Bel-Ray Co., Inc.
Termalene Division
P.O. Box 526
Farmingdale, New Jersey 07727
(201) 938-2421
- 3 CRC Chemicals
2724 Lenhart Rd.
Colman, Pennsylvania 18915
(215) 646-3800
- 4 Dri-Slide, Inc.
Industrial Park,
Fremont, Michigan 49412
- 5 Lakewood Industries
4800 Briar Rd.
Cleveland, Ohio 44135
(216) 267-5151
- 6 WD-40 Company
5390 Napa St.
San Diego, California 92138
(714) 297-4938
- 7 Klotz Special Formula Racing Products
P.O. Box 1343
Ft. Wayne, Indiana 46801
- 8 Hi-Point Oils and Lubes
P.O. Box 26182
Sacramento, California 95827
- 10 Molly Blue
HRL Inc.
2600 E. Nutwood
Fullerton, California 92631



MALCOLM RATHMELL REPLICA



National Number Eight, Mike Griffitts. Who was it who said that observed riding is no more exciting than watching paint dry?

MONTESA 348 COTA

Bul fighter.

The place: Barcelona. The year: 1973. "It's time to start thinking about building a big bike, let's shoot for a 348. Jose, would you take the front wheel off that 247 over there. OK. Throw away the rest of the 247 and build a new bike around the front wheel. And about a year or so from now we'll hire whoever's the world trials champion and let him ride it in the championship series to get it really sorted out for production. If this all works out right we should have the bike ready for the American Bicentennial year. Maybe we should put some stars and stripes on the gas tank."

BUT WHAT HAPPENED TO THE STARS AND STRIPES?

And it came to pass that three years passed and the project bore fruit. Behold the 348 Malcolm Rathmell Replica. Only it's red. Perhaps we should pause and give thanks to Montesa for sparing us yet another star spangled revenue collector's item. Let's take a look at what this

Opposite: British champion Malcolm Rathmell.

all means. Why not start off with some of the finest riders in the nation?

NATIONAL OBSERVATIONS

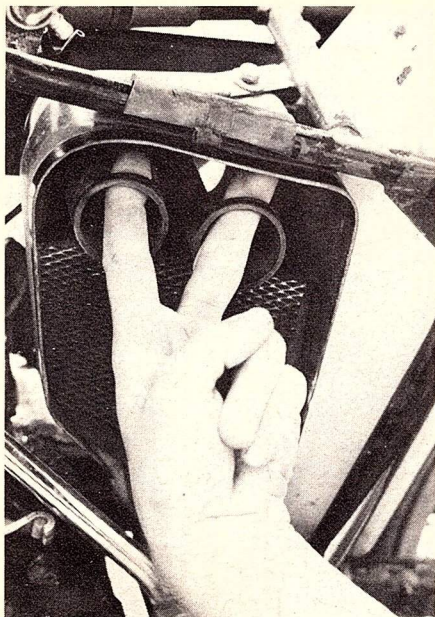
Marland Whaley and Mark Eggar used to ride for Montesa, Martin Belair and Mike Griffitts did last year, and Bernie Schreiber never has. Here are some of their comments about the 348.

"The styling is far superior to anything else on the market. The high pegs are good once you get used to them. On a scale of one to ten I'd rate the suspension about seven. I didn't care for the forks, they were a little too soft. I like that little rear sprocket. The front end is much easier to control than on the old 247, for turning or just lifting it. The engine's a lot quicker than the 247, and very smooth. I liked the bottom end. There's not as much power there as on the Bul. The Cota loses it a little sooner while the Bul revs a

little faster and a little longer. The 348 is very easy to ride after adjusting to it. I felt good vibrations the first time I got on it. For a first effort at a big-bore bike they did a super job. If I had to decide between the Cota and the Sherpa I might pick the 348. Montesa was about two years behind and now it seems they put Bultaco back a year."

"It handles, for once. The steering is a lot quicker and lighter. The motor's a lot quicker. It doesn't die as easily. The new forks are a lot smoother. Those on the 247 seemed to work in stages. The shocks are a lot smoother too. Comparing it to the Sherpa: it steers lighter, handles a little quicker maybe, it feels a little lighter. Suspension is about equal. The Cota motor isn't quite as good as a Bul's, it doesn't plonk down on the bottom as well. The Cota feels torquier, winds out quicker but then vibrates. The Bul keeps revving out a little farther. I could pull out of trouble easier on the Cota because it's a little bit torquier. I think you can use third gear more."





The air box is fiberglass. It's necessary to lift the tank/seat combination to service it. One wing nut and the side cover pops off revealing a healthy-sized Twin Air filter between two metal screens. Rubber around outside of box makes for a snug seal, but needs to be glued on to prevent it slipping off. The box breathes through holes in the top of the two tubes. It's a very well thought out air system.

"It's just outa-sight. The only change to make is stiffer springs on the shocks and heavier oil for the forks. The 247 is a good bike, but there's just no comparison, the 348 is so much better. It turns very short and the front end really sticks. The Sherpa will plonk just a little better, but the Cota revs faster until it flattens out. The Sherpa is a very good bike, but the 348 is just as good. It's really going to be a personal preference decision now, they're so close. I like the Cota better. It's just so bitchen."

"It's a pretty good bike. It felt strange at first, but the more I rode it the more I liked it. It doesn't have the Bul's flywheel. It seems like it starts to rev out quicker but then it hits a flat spot. I think the Bul will rev out farther. The suspension was too soft. It turns very well and doesn't seem to want to wash out. Something's wrong with the ground clearance, it scraped on rocks the Bul will clear. They've really done a pretty good job with it."

"The 348 is better than the \$18,000 Hondas. The steering is very



Griffitts performs another "Paint-dryer."

good, it's not twitchy like the Bul. It's more sensitive than the 247's, but less than the Sherpa's. It doesn't require gymnastics to turn it. It doesn't rev quite as quick as the 247. It's faster than a Bul. It's an all-new bike except for the front wheel. The detailing is excellent. It's just the greatest."

AN ASSORTMENT OF SO CAL RIDER REACTIONS

"If you take the time to get used to is, and forget about it feeling different than the T, you realize that you're doing just about everything on it that you can do on your T. It doesn't have the bottom end flywheel of the T, and the ground clearance under the engine isn't as much as on the Sherpa. The Sherpa clearance increases as the engine moves over something, the Cota clearance decreases. It really responds to body English. The Cota feels faster on the loop than a Sherpa. I still prefer my T, but they're close."

"The only thing I've ever ridden was a Sherpa. I just like the way they do it."

"Hey, this is really a super bike. Would I trade my '74 Bul for this Cota? You bet. Where? When?"

"They've really detailed the thing. It's got to be the best looking bike on the market."

"Here, give me my bike back. I can't get used to this . . . Hey, I changed my opinion. I just cleaned that rock section I couldn't clean on my Bul. It really rolled on above plonking speed."

"The suspension was too soft for me. Can't figure out why, I only weigh 240. It has a good engine."

"I liked the Cota better than Tom's '76 T. If I bought one I'd have to take the thumb off the back panel on my truck. I probably shouldn't have ridden either of them. Now I have to go ride my '74."

"I've been thinking about buying a 348. I just can't get into a Bul. The front end is harder to get up. The Cota front end comes up better in the rocks. It steers pretty quick. You need that in the Expert class. Your test bike doesn't plonk as good as the Bul, but I think that some messing around with the timing would fix it. I think I'm going to get the 348 as soon as I can get the money together."

GUESS WHAT THESE GUYS RIDE

"Hey, man, you're gonna win

Opposite: American Martin Belair at Altnafadh.



Fork crown has beefier bolts than 247. Bars on the 247 are mounted farther forward, ahead of the steering stem. Bars on the 348 are mounted over the stem and about an inch behind the imaginary line running up through the fork legs. This not only permits changing the fork oil without removing the bars, but also changes handlebar leverage so that steering requires less physical effort. Rathmell uses an extender that moves the bars back farther. Nylon-lined cables have easy-to-service lubrication points. Just twist and squirt.

Aluminum levers. Bars are Super Akront aluminum. They have a wider diameter and thicker tubing than Renthals. Other aluminum on the bike includes foot pedals, brake stays, snail cam chain adjusters, triple clamps, fork legs, top motor mount, hubs, cases and rear sprocket. The brake stays and handlebars are gold anodized. Handgrips are surgical rubber, very soft for bare-hand riding. Gas cap is the push-in, pull-out type. There's a separate gas vent beside the cap.

your class riding that 348."

"What do you think? Isn't it fantastic?"

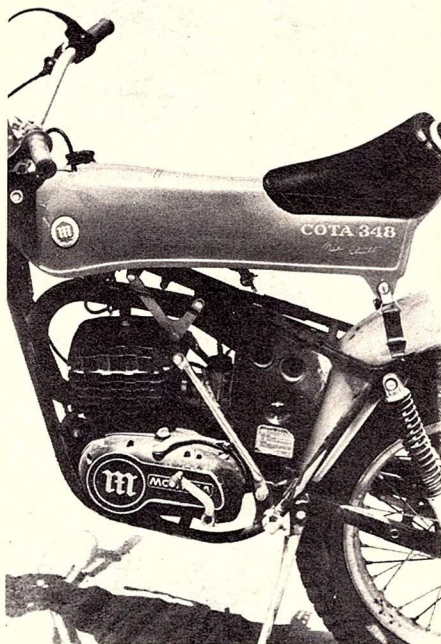
"It's so good I can't believe it."

"I'm going to get one just as soon as I get the money."

BITS & PIECES

The original big-bore Cota prototype started life as a 348 and worked its way down to its 306cc production displacement. The 348 fits right in with Montesa's distinctive designations for the other Cota models — the 123, 172 and 247. An updated 247 remains in the model line.

An aluminum skid plate for the 348 is available from Vic's Montesa,



The tank/seat combination is easily raised by releasing the two rubber bands and unfastening the gas line from the petcock. It is necessary to raise the tank to change the spark plug with a standard plug wrench.

6236 Mission Gorge Road, San Diego, California 92120; (714) 284-7095. They're showing up in local competition and they look good, providing ample case protection. And B & B Specialties has a plastic plate in the works. P.O. Box 9364, Marina Del Rey, California 90291; (213) 677-2300.

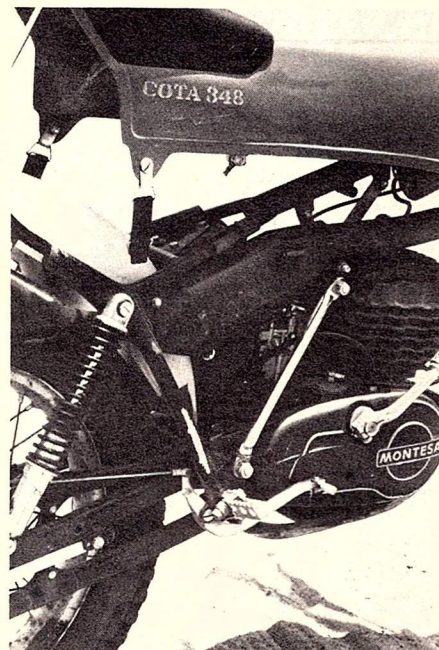
Montesa Motors, the U.S. distributor, reports that they're up to their elbows in parts for the new Cota.

Those who like to ride on the balls of their feet will probably find that they can't reach the brake pedal. One local Expert remedied that by removing the fold-back pedal, cutting off some of the pedal shaft and then filing it down to accept the fold-back pedal. Don't chop off too much the first time around. Work down to the "right" length.

Knocking 15 teeth off the rear sprocket increased drive gearing from 4.80 to 3.30. Montesa offset the taller drive gearing by lowering primary drive from 2.65 to 3.20 and first gear from 2.60 to 3.51.

There are no turn stops on the frame. The lower triple clamps on our test unit were wearing a groove in both sides of the frame, including the clutch cable, which can be routed to avoid contact.

The bike requires a very deliberate shift on the loop, much more so than a Bul. It would some-

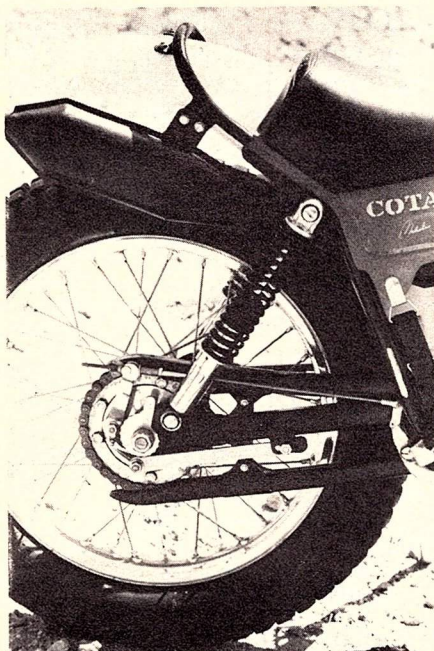


Carburetion is a 27mm square Amal with flip choke lever. The 348 started consistently on the first kick cold until its timing slipped. A new plug got it running for a full day of riding, then it quit again. A quick tuneup and it started plonking a lot better and resumed firing first-kick cold. Footpegs are folding, spring loaded, serrated loops. Some felt they didn't grab as well as they should, needed some filing. Both shift and brake pedals have folding ends (not spring loaded) to help prevent bending or breaking in the rocks. They should be adjusted snugly, but with enough play to give on impact. Shifting was easier with the heel. Brake pedal is tucked in close. The 348 has double downtube frame with the exhaust pipe tucked in between the two tubes. The new pipe is one-piece. The muffler slips over the end and is attached with a new two-bolt bracket. It's noisier than a Bul, but still noticeably quieter than an Ossa. Note engine stays. V-shaped head bracket up under tank acts as part of the frame, making it possible to save some weight while helping to absorb vibration. The kickstarter shaft is beefier and uses a larger bolt. It isn't necessary to use the clutch to position the kickstarter. Once used, it stays out of the way. Engine cases are die cast aluminum. Note that the clutch arm on the new engine is above the bottom end rather than under it as on the old 247s. Ground clearance decreases under the engine.

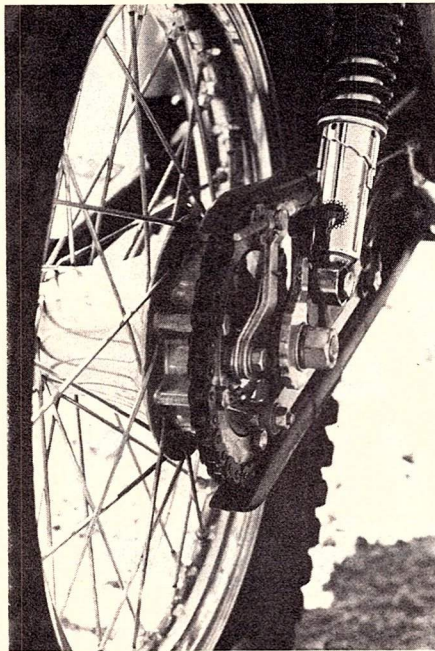
times go into a false engagement after a sloppy shift and then pop out a few seconds later. This occurred only during loop riding. The box does loosen up some as miles are added.

In a local two-day event, the front wheel did not wash out once in 72 sections, even when the rider got out of the groove in sandy soil.

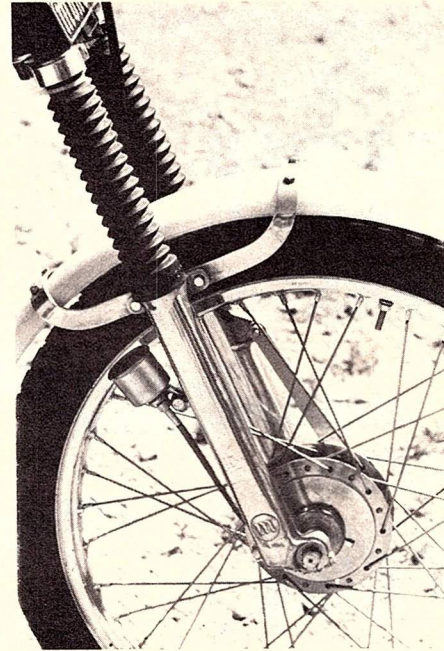
The brakes have a very good feel.



The swingarm is rectangular for more strength. Rear hub is aluminum. Very tidy and stylish. Several riders mentioned both the appearance and functional aspects of the plastic rear fender. Telesco shocks, 12 3/4 inches long, are laid down. Top shock mount is 6 3/4 inches in front of the bottom mount. Easy off rear wheel. Excellent Pirelli MT13 tires carry the Malcolm



Rathmell signature. Chain shield is made of special friction-resistant plastic internally H-shaped to fit around the chain. The chain shield eliminates the need for a tensioner. It also serves to clear gorp off the chain, protect it from possible derailing and helps the chain retain its oil longer than the standard exposed chains. It's an excellent innovation.



Leading axle forks. The aluminum tubing is thinner for lightness, but rectangular for more strength. The front fender is plastic and the aluminum fender brace, nicely designed and strong looking, drew several unsolicited compliments. Zerk grease fitting lubricates the brake cam. There's one for the rear brake too. Rubber boots are stock. Akront rims are aluminum. The speedo is mounted on the right fork leg. Front wheel removal is simple. Tip. Tighten that front axle pinch bolt snugly, but not too tight. It was possible to break the fork leg by over-tightening on the first bikes produced. This has already been corrected. Both rims have one security bolt. The bike comes with a headlight.

It was easy to use the rear stopper to set up a very controllable drift on the loop without locking up the rear wheel. And the drainage grooves do a good job of retarding water fade.

Many riders commented on how the bike really responded to body English when they were in trouble and fighting to save a dab.

Most felt that the stock 348 is faster than the 350 Bul. The bike can evidently handle high-speed cruising easier because of the taller top gear. Martin Belair told us he ran his 348 as fast and as long as he wanted during the Scottish without worrying about seizing it. Several riders mentioned they preferred the Cota for loop riding.

General consensus: The Cota turns just as tight as a Bul. Although its fork angle is about a degree less steep its wheelbase is a little shorter. Because of the less steep fork angle the front end doesn't seem quite as inclined to tuck under during very tight turns.

General consensus: The Cota does not plonk quite as low as the Bul or have as much flywheel braking. Once above plonking, the 348 revs quicker with a bit more torque, but does not rev out as far as the Bul.

COTA-CLUSION

The Malcolm Rathmell Replica is an excellent motorcycle. It's attractive, extensively detailed and it performs. It isn't a bumped-up 247, but rather a brand-new bike, three years in development. It's the lightest big-displacement bike on the market.

Few owners of new Bultacos are likely to make a switch, but for everybody else the 348 offers a genuine alternative, or rather, head-to-head competition. There are some things it does as well or maybe better than the top-seller, some things it doesn't do quite as well.

Here's a good place for that old standby: it's up to you the buyer. Ever hear that one before? Pricing is close, with the Buls 100 to 200 dollars cheaper, so performance is the prime decider. Montesa has one-upped Bultaco on detailing and innovations (like the chain shield, small rear sprocket, six speeds).

It's easy to understand why all those 247 owners are so high on the new bike. Most mentioned complaints from riders who would like to change it a bit: a little more plonking ability, a bit narrower engine,

some gearbox attention and a little more ground clearance under the engine.

There were a surprising number of the just-released bikes at the Scottish Six Days, and there probably would have been more except for a mix-up over the metal gas tanks required in Great Britain. Montesa was quick to point out the higher finishing percentage registered by their 348 compared to the Bultacos. (Bultaco entries did exceed Montesa entries by about 35; 22 Sherpas [19 350s] retired, just four Cotas, only one a 348.)

Malcolm Rathmell won the British championship on the 348 last year, just missed the world championship after leading the series most of the year, and was leading in world points at the halfway mark this year. And over here newly signed Don Sweet, National Number Two, got off to a running start in the Nationals with a win in Colorado

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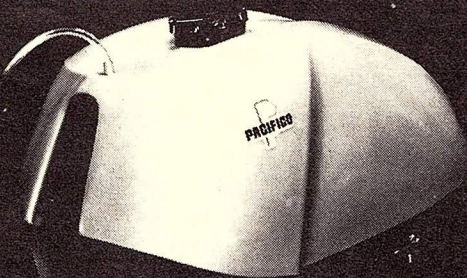
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and thirds in Texas and Missouri to take the series lead, 35 to 34, over Lane Leavitt. His success should stir more rider interest in the Montesa. If those riders go Cota, they should be pleased. Good job, Jose. Now, about that 387...

MONTESA 348 COTA

Price (retail, approx.)\$1597
Engine Type: Two-stroke, single cylinder
Displacement 305.8cc
Bore & Stroke 78mm x 64mm
Compression Ratio 9:1
Carburetion 27mm Amal (flip choke)
Standard Jetting:

145 Main, 20 low speed, 107 sprayer,
43 needle position

Spark Plug:

Champion N12Y or Lodge CLNY

Clutch Multi-plate, wet

Primary Drive 3.20:1

Transmission Ratios:

- 1) 3.51:1 (37.1 overall)
- 2) 2.82:1 (29.8)
- 3) 1.91:1 (20.2)
- 4) 1.31:1 (13.8)
- 5) 1.06:1 (11.1)
- 6) 0.71:1 (7.5)

Final Drive:

520 chain, 3.30 ratio;
10-tooth countershaft
33-tooth rear sprocket

Air Filtration Oiled foam

Electrical System:

Flywheel magneto (Motoplat) points

Lubrication Pre-mix 25:1

Recommended Fuel Premium

Test Oil Full Bore

Fuel Capacity 5 liters (1.3 gallons)

Frame Double cradle, mild steel

Suspension:

15.4cm travel (6 inches), Betor forks
10.2cm travel, Telesco shocks

Wheels & Spokes ... Akront shoulderless

Tires:

2.75 x 21 Pirelli MT13 trials
4.00 x 18 Pirelli MT13 trials

Dimensions:

Wheelbase 131.1cm (51.6 inches)

Swingarm length ... 40.0cm (15 3/4 inches)

Ground clearance ... 30.5cm (12 inches)

(front of engine)

27.9cm (11 inches)

(under engine)

Bars, width 82.6cm (32.5 inches)

height 106.7cm (42 inches)

Pegs, height ... 37.8cm (14-7/8 inches)

width 45.1cm (17 3/4 inches)

Seat height 80.0cm (31 1/2 inches)

Fork angle 28 degrees measured

Weight:

89 kg (196 pounds) claimed; 91.6 kg
(202 pounds) actual with one gallon of
gas; 44.6% on front wheel, 55.4% on
rear wheel.

Brakes:

Front: Cable-operated 110mm

Rear: Cable-operated 110mm

Instruments:

Speedo/odometer

Lights Yes, trail lights

Silencer No

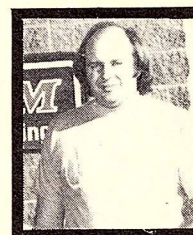
Spark arrestor No

Primary kick No

Warranty None

Parts prices N/A

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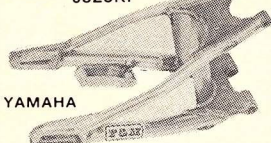


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4004 CR-250 M1 & M76	109.00	
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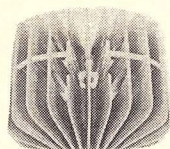
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4053 YZ-400 Mono	119.00	
4054 YZ-80	105.00	

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4081 TM-400	109.00	
4082 RM-370	109.00	

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4091 KX-250 (75 & 76)	109.00	
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4001 CR-250 M1	64.95	
4002 CR-250 M76	64.95	
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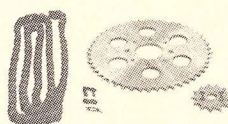
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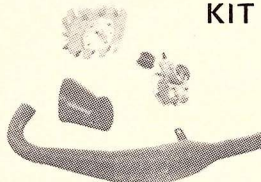
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'76 CR 125 M2	126-506	10.95

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YZC 80	216-508	14.95
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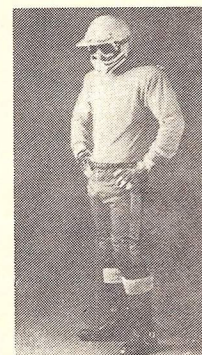


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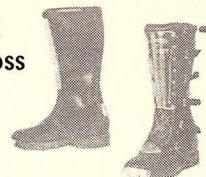
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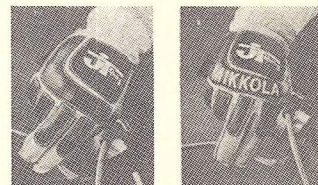
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Continued from page 49

declare this law unconstitutional. If this action is successful, much private land will undoubtedly open to public use. Fortunately for the Colorado club, there are lawyers who are members of the club and donate their advice.

The Coloradans are also moving along another angle. Realizing that motorcyclists usually have difficulty knowing exactly where they are on a long trail ride, the CMTRA is working on route sheets. These sheets would be detailed maps with mileage figures on the maps so a rider could check his speedometer along the trail to tell where he is.

FACTS AND MORE FACTS

Most people in the western states will want to talk to the Bureau of Land Management, Department of the Interior, when looking for information about federal land. The BLM controls 467 million acres in the United States. Over half of that is in Alaska; 16 million acres is in California; 170 million is in the remaining 11 combined western states.

If you are thinking of leading a fight over some land which you feel should be reopened, or prevented from being closed, contact the local AMA district or look in the local weekly motorcycle news magazine and find a strong local club. That is where the support is, financial, moral and physical.

Then follow the steps which are working in California, Colorado and elsewhere. Form a small committee — these people must be on top of all the local happenings and should be the ones who contact the land governing agency. *Have specific proposals.* This is probably the most important step. Everyone hears people bitching with no positive suggestions. Go with a plan and you have a 100-percent better chance. Through newsletters or club bulletins inform people of how little work is required, maybe an afternoon for a cleanup project, and then make sure you get out people for the job.

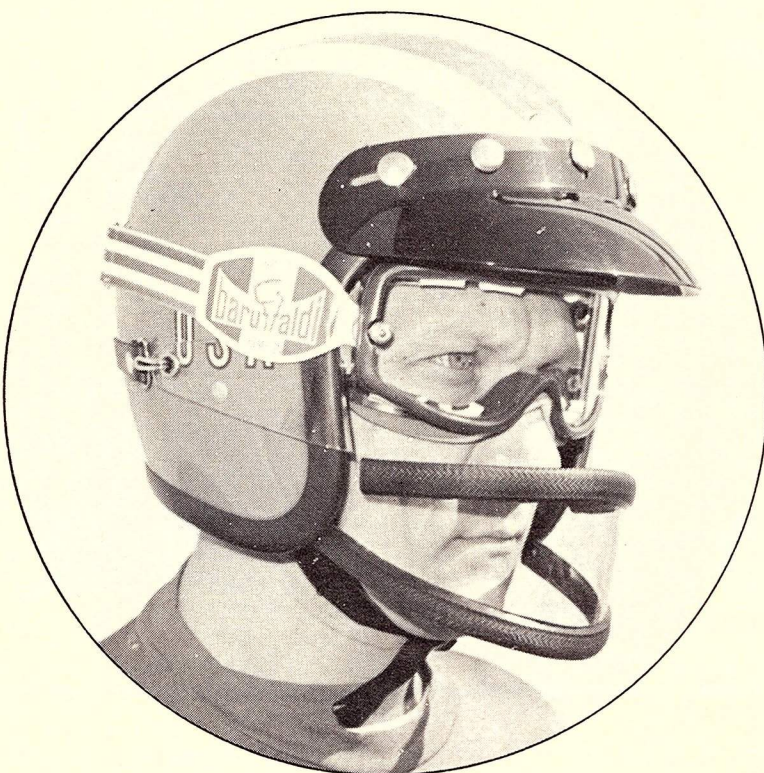
Contact the AMA and they will be able to offer advice and financial support if necessary. And again, on the subject of the AMA, get your club members or whomever you ride with to join. In the long run, the AMA will help us all.

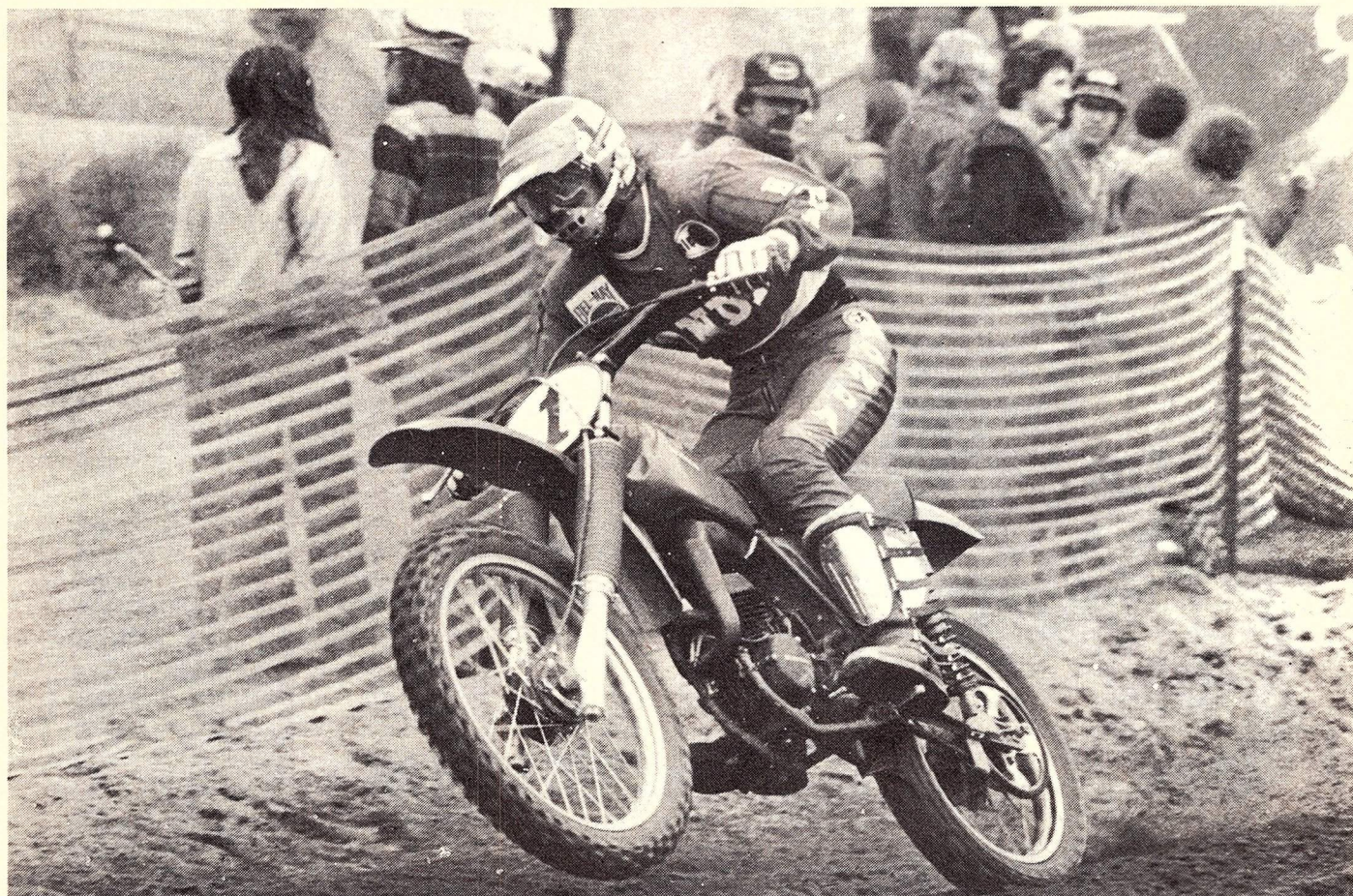
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SHOCKS *Continued from page 74*

In all these shock absorbers oil of some kind is the dampening medium. The viscosity (thickness) of the oil and the size of the individual valves decide the dampening effect. The energy absorbed by the shock when it is in use is turned into heat and since heat tends to make the oil thinner the dampening effect is lessened unless the heat is dissipated quickly.

As the shock absorber compresses room must be made inside it for the shaft. Since oil is impossible to compress, other arrangements are

needed. In older-type shocks there was an air pocket that could compress. This works fine except that when the shock gets a real workout the air and oil tend to mix and the dampening fades away. If the oil is put under pressure the bubbles may not disappear, but will at least be much smaller and therefore less harmful. The most common method used on modern shocks is the separation of the oil from the air, using a floating seal (the Dr. DeCarbon patent) with pressurized gas behind the seal (see illustration). This can be accom-

plished either inside the shock or via a remote reservoir.

There is a third system, as used by Girling in their gas shocks, which simply mixes the oil and the gas into an emulsion and adjusts the dampening valves to suit this condition. These shocks usually need a few minutes of riding in the morning to mix the oil and gas before they start working properly, but after that they remain constant for the rest of the day. These shocks are light, simple and inexpensive to make. A fourth method is to enclose the gas in a strong plastic bag inside the shock. This is the system used by S&W. Freon gas is enclosed in a plastic bag and rolled between the two cylinders in the shock. This system, pioneered by Delco and brought to the motorcycle people's attention by Detroit engineer Peter Dill, requires a twin tube shock, but has been extremely successful. 

MOVING?

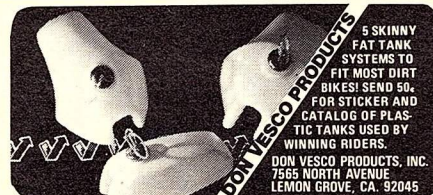
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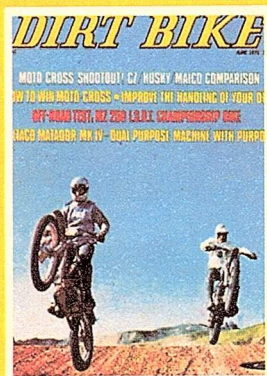
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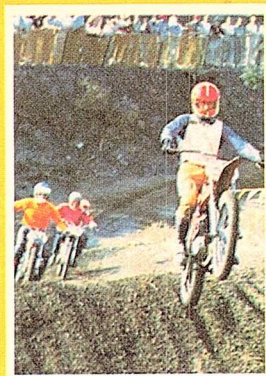


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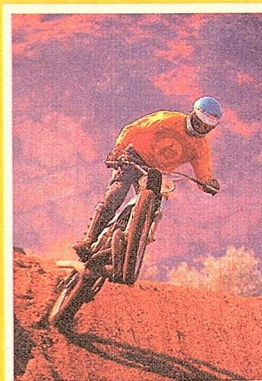
SUPER TRICK-ACTION COLOR POSTERS



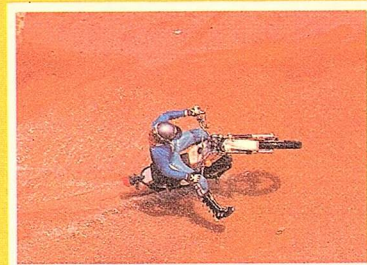
1. FIRST ISSUE OF DIRT BIKE



2. ACTION AT INTER-AM

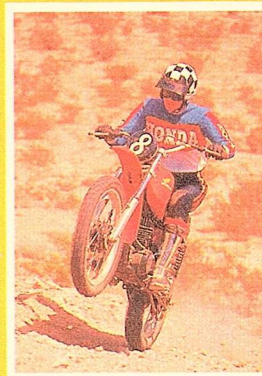


10. JIM CONNOLLY, 250 BULTACO PURSANG

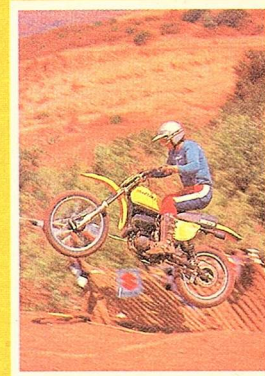


9. GEORGE WEGNER, CAN-AM 175

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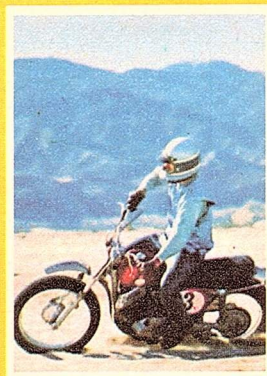


11. AL BAKER ON A 250 HONDA

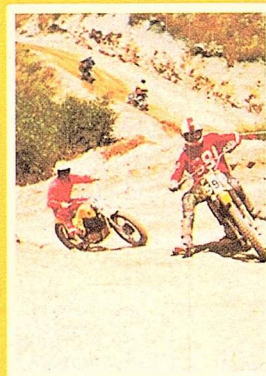


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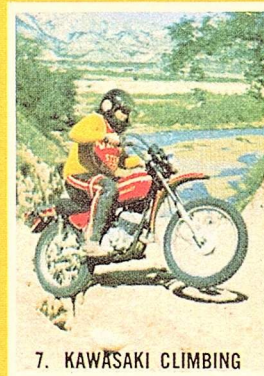


3. JIM CONNOLLY INDIAN DUNES

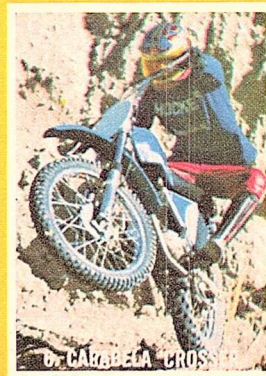
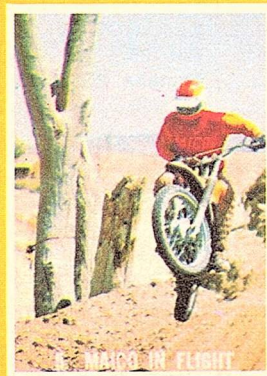
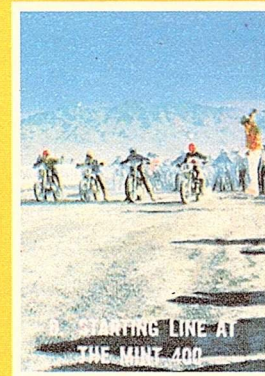


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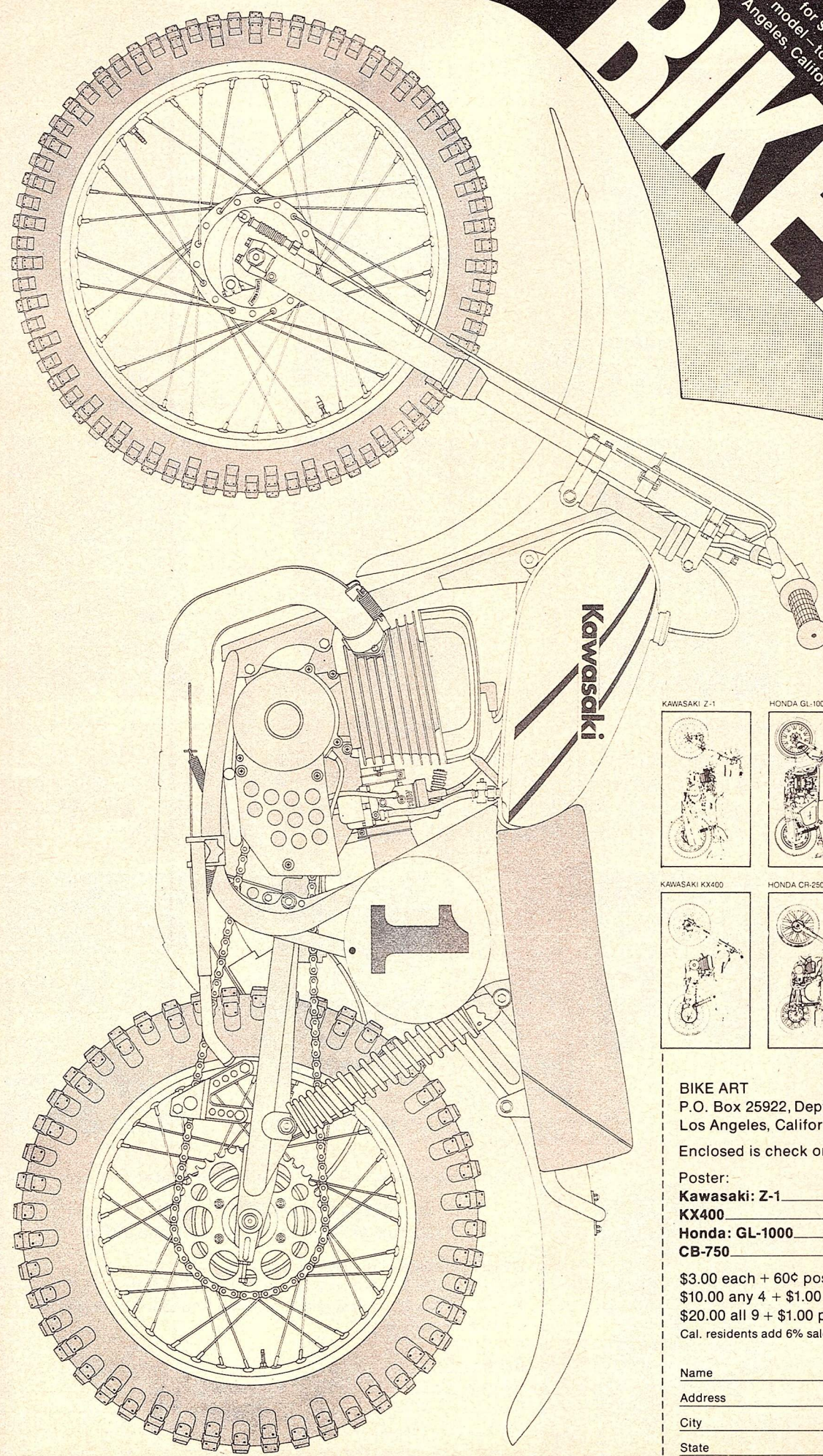
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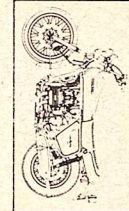
BIKE ART



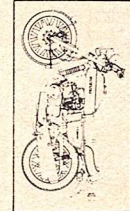
KAWASAKI Z-1



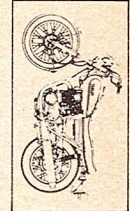
HONDA GL-1000



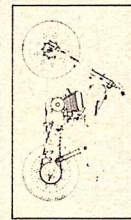
SUZUKI GT-750



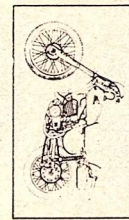
YAMAHA XS650



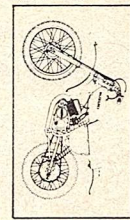
KAWASAKI KX400



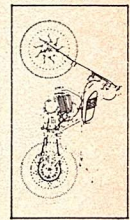
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SCOTTISH SIX DAYS

Continued from page 42

day following the top riders, but conflicts with the holiday concept of the clubmen competing right alongside the top riders.

Approximate number of entries by manufacturer: Bultaco — 76, Montesa — 45, Ossa — 38, Yamaha — 20, Suzuki — 16, Honda — 10, Kawasaki — 6.

There's another Lampkin on the way, Arthur's son, John, age 13.

Neat Scottish names of towns and sections. Meall Glas. Inverloch. Allt A Chaoruinn. Muirshearlich. Kinlochleven. Garbh Bhein. Crea-guineach Lodge. Ghuanach Gorge. Lairaig Bothy. Rubharuadh. Cnoc A



Birkett's factory Suzuki. 325cc, five-speed, 163 pounds, air forks, gas shocks. The British Suzuki importer sells an RL Special. It uses all production components except for a chromed frame with altered geometry made by Whitlock.

Linnhe. Leiter Bo Fionn.

Special First Class Awards go to the top 20 percent of the starters. First Class Awards go to the next 30 percent, Second Class Awards to the next 25 percent and Third Class Awards to the remaining finishers. In the DIRT BIKE tradition of honoring those who also try we mention D. Upton, who dropped 773 out of a possible 825 points, tying him with Ernie Page, who finished with no rear brake on his 500 Ariel.

Scottish cuisine. Hotch Potch (mutton broth). Cock-a-Leekie (fowl simmered with leeks). Cullen Skink (broth). Stoved Howtowdie wi' Drappit Eggs. Rumbledethumps (boiled potatoes and cabbages). And Haggis (the innards of a sheep cooked together, then mixed with suet and oatmeal, stuffed into a sheep's paunch, boiled and drenched with real Scotch whiskey).

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easy to understand Lane Leavitt's enthusiasm for English trials. The terrain is plonker paradise, and there isn't a clutter of cards, arrows and multi-colored stakes pointing all over the place saying: Beginners this way, Novice B that way, Experts go up here.

The sections are traditional English. Mostly wide multiple line selection, continuous upward ascent, mud and water and rocky creek beds. And nowhere to be seen, artificially created full-lock turns. The rider has to make quick steering

Continued on page 91

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a team in the 1975 Baja Internationale, 1975 Mexican 1000, 1976 Parker 400, 1976 Mint 400 and the 1976 Baja Internationale. They have also won gold medals two years in a



Baja photo by Chet Hyberger Trask photo by Walt Williams

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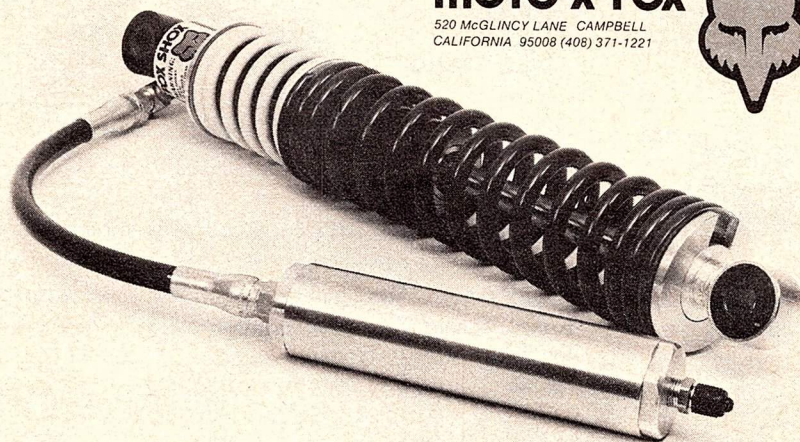
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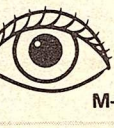
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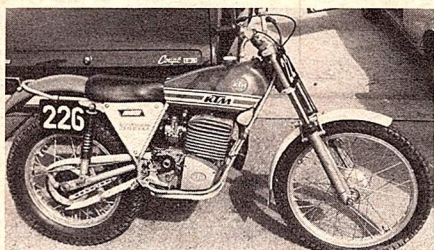
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SCOTTISH SIX DAYS

(Continued from page 89)

corrections, but only goes full-lock when the terrain forces him to. Big dropoffs at section entrances were also absent. Two, three and sometimes four continuous sections were the norm. Both Novice riders (with transfer points toward Amateur) in our foursome did not see a section they wouldn't be willing to try. No white-knucklers, just terrain and continuous ascent to test throttle and body control.

The Scottish sections were marked



Walter Luft is developing this prototype for KTM. Built around a modified enduro, it has a different cylinder, alloy hubs and different first and sixth gears.

simply. Square plastic cards with section number for the start and more cards placed within the section where necessary to eliminate side-trips out of the natural gullies, creek beds and rock piles. No different colored stakes or cards for left or right. No ribbon, an occasional rope where necessary. Line of intent between markers did not seem to be too important since the terrain more or less dictated the line anyway.

The riders did not carry punch score cards. The observer wrote the score on his own section sheet. The riders did carry route cards to record time at checkpoints and delay time.

RESULTS Scottish Six Days Trial May 3-8, 1976

										Total
1. Martin Lampkin (GB)	Bul	1	8	8	7	4	9			37
2. Dave Thorpe (GB)	Bul	4	4	19	10	13	4			54
3. Malcolm Rathmell (GB)	Mon	3	11	19	9	5	12			59
4. Alan Lampkin (GB)	Bul	5	10	18	21	5	5			64
5. Thore Everson (Swe)	Oss	2	7	19	20	14	6			68
6. John Metcalfe (GB)	Suz	0	12	13	27	15	4			71
7. Mick Andrews (GB)	Yam	8	19	10	15	18	3			73
8. Nigel Birkett (GB)	Suz	7	6	14	30	14	9			80
9. Nick Jeffries (GB)	Hon	5	14	13	21	23	10			86
10. Bo Nilsson (Swe)	Oss	3	16	17	36	14	9			95

Daily Low Scorers: Monday - Metcalfe, 0; Tuesday - Coutard, 3; Wednesday - M. Lampkin, 8; Thursday - M. Lampkin, 7; Friday - M. Lampkin, 4; Saturday - Andrews, 3.

11. N. Shepard (GB)	Bul	96
12. B. Higgins (GB)	Hon	99
13. M. Wilkinson (GB)	Oss	100
14. B. Sellman (Swe)	Mon	101
15. C. Milner (GB)	Bul	104
16. B. Wilkinson (GB)	Oss	106
17. R. Edwards (GB)	Mon	106
18. C. Hemingway (GB)	Mon	107
19. C. Smith (GB)	Mon	109
20. J. Wallman (Aus)	Bul	126
21. J. Subira (Spa)	Mon	126
22. R. Smith (GB)	Mon	147
23. J. Reynolds (GB)	Oss	150
24. K. Lister (GB)	Oss	152
25. S. Oughton (GB)	Suz	156

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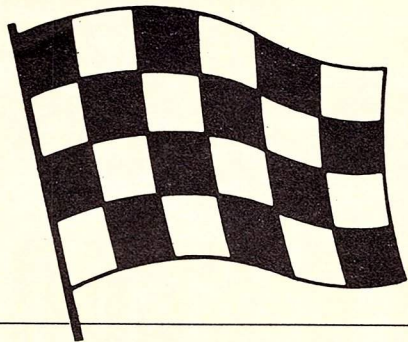
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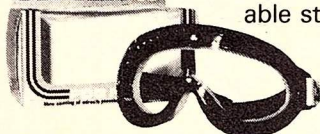


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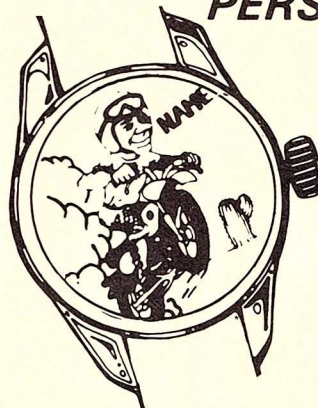
No. 90 \$9⁹⁵
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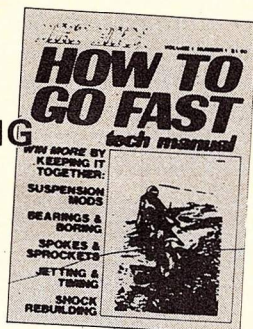
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370 PURSANG

Continued from page 31

short time, we discovered that it was neither simple, easy or fun to work on compared to many of the bikes we had been playing with lately.

WHEN YOU THINK ABOUT IT

Bultaco's new MK9 Pursang really isn't a bad bike. It's not going to win any contests as a perfect total package, but you can surely win some races on it. Its general handling has evolved into the kind of usable stuff that will appeal to most any rider including Bul freaks. In other words, it's more versatile.

The bike can be raced competitively in "basically" stock form. Proof of this was given by Marty Tripes' bike at the opening Hangtown National, which "appeared" to be stock except for the bars. He literally walked away with his qualifying moto till he broke his (secondary) chain in the final few turns, and was running in the top half in the first moto till he endoed and hurt his shoulder.

It's fairly light at 102.5 kilos and feels like it (1.6 kilos lighter than the RM, but not nearly as light as the lightest, the Husky, at 97.5 kilos.) It's fast enough and you can feel that too. With a new set of springs for the shocks and forks, and some different oil and air pressures, the suspension can be sorted out within its limits. A little brake pedal redesign work is actually necessary before you ride the bike.

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If Bultaco is ever going to seriously compete part for part, feature for feature with the type of equipment that the Japanese are able to turn out, they're going to have to get their collective cans in gear and put a



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little more thought into what *they* might refer to as "details" (like brakes and the necessary hardware to operate them, a better sorted rear suspension setup, a new and smoother shifting arrangement, and someday an up-pipe, less fiberglass and real paint on the frame).

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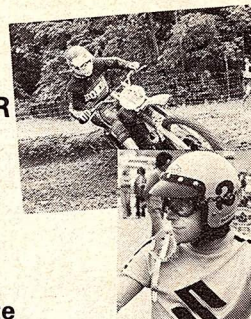
EDITORIAL

Continued from page 5

Lots of young riders overlook the physical aspect. If they can't win they want more horses. Which is going to make the bike harder to ride, which is going to make the rider even more tired, and so on. Instead of another port job or exhaust pipe, save the money and do, for example, 20 pushups and/or run a couple of miles every other day. It will do a lot more for you. In more than one way. And if you smoke or, even worse, drink or use any drugs, you are sure blowing it. None, I said none, of the top racers consider themselves so good that they can afford to slow themselves down by the use of either of the above. Take my word for it.

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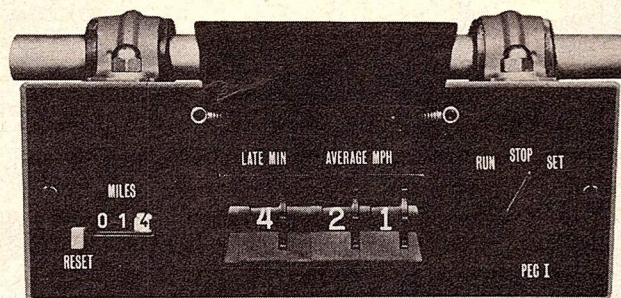
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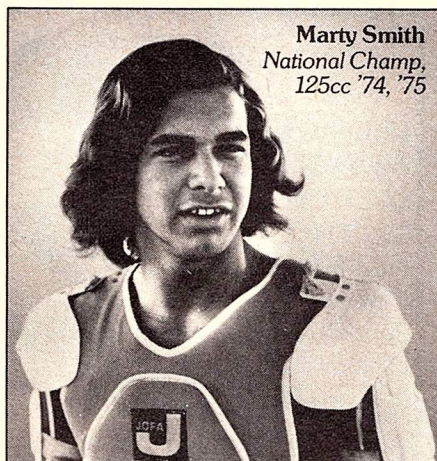
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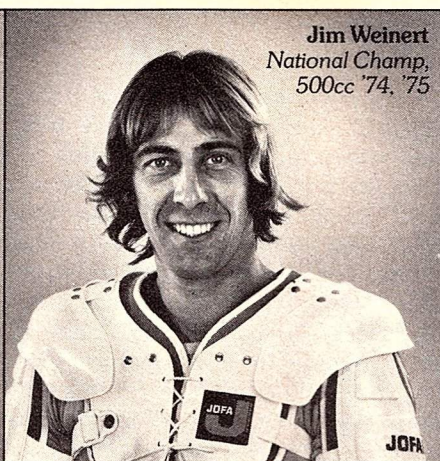
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DIRT BIKE

MAGAZINE

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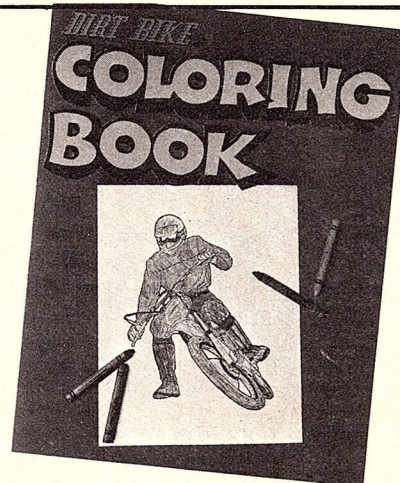
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